

1939
CATALOG

JUDSON

ALUMINUM ALLOY
PISTONS



Automotive
Aviation
Diesel
Industrial
Model
Motorcycle
Marine
Outboard

JUDSON MFG. CO.
BRIDGE & GILLINGHAM STREETS
PHILADELPHIA, PA.

Catalog No. J9

GENERAL

JUDSON ALUMINUM ALLOY REPLACEMENT PISTONS are made for practically all types, models and makes of motors:—

AUTOMOTIVE, AVIATION, DIESEL, INDUSTRIAL, MARINE, MODEL, MOTORCYCLE and OUTBOARD.
SEE SEPARATE SECTION FOR EACH CLASSIFICATION.

The stock number prefixed with HD indicates heavy duty.

UNLISTED & SPECIAL PISTONS — Information furnished on request when accompanied by complete specifications or sample piston.

Finished and semi-finished pistons are available for the above motors. Semi-finished pistons up to 4" diameter are supplied approximately .075 oversize which will permit finishing to .060 oversize. Diameters 4" and larger are supplied approximately .125 oversize which will permit finishing to .100 oversize. Pistons of larger oversizes can be supplied at an additional charge of 25% of the list price.

IMPORTANT:

Before installing **JUDSON SPLIT SKIRT PISTONS**, the slot in the skirt must be split thru from top to bottom — the same width the entire length of skirt; and when installing pistons, the split in the skirt must be on the power stroke side of the motor.

Adhere strictly to recommended clearances as there will be no price adjustment made for pistons burned or scored caused by improper clearances and/or lack of proper lubrication.

Pistons can be supplied cam finished to required size and also semi-finished for cam finishing. For further detail regarding cam finish, refer to classified sections.

TO AVOID ERROR IN ORDERING, PLEASE DESTROY ALL PREVIOUS CATALOGS.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

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JUDSON MFG. CO.

Hedge & Gillingham Sts.

Philadelphia, Pa.

J U D S O N

ALUMINUM ALLOY

PISTONS

for

AUTOMOTIVE MOTORS

AUTOMOTIVE

All Automotive Pistons can be finished either cam or straight. When ordering finished pistons give us the exact cylinder size—we will allow the proper clearance.

RECOMMENDED CLEARANCES:

For cam and straight finished pistons up to 4" diameter, the proper skirt clearance to allow is .00075 per inch of piston diameter. For cam and straight finished pistons 4" to and including 5" diameter, the proper skirt clearance to allow is .001 per inch of piston diameter.

For heavy duty pistons the proper skirt clearance to allow is .00125 per inch of piston diameter.

On all automotive pistons—for head and rings lands—allow .008 per inch of piston diameter.

Adhere strictly to recommended clearances as failure to allow proper clearances may cause scored cylinders and piston seizures.

When solid skirt pistons are ordered for special purposes, such as racing, high speed motors, etc., proper clearances will be advised when order is filled.

JUDSON PISTONS with lock ring grooves for full floating type wrist pins are used to replace all set screw types.

PISTONS FINISHED TO YOUR ORDER ARE NOT RETURNABLE.

No credit or exchange will be allowed for semi-finished pistons returned without our permission. Should permission be granted, a charge of 10% will be made for handling.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
ACASON Waukesha Motors											
ACE Buda, Continental and Midwest Motors											
A. C. F. Hall-Scott and Hercules Motors											
ACME Buda, Continental and Hercules Motors											
ACORN Buda and Continental Motors											
AHRENS-FOX											
25	.....	1922-30	6	4 $\frac{3}{4}$	6 $\frac{1}{4}$	3 $\frac{5}{16}$	2 $\frac{3}{8}$	FF	1.250	4— $\frac{3}{16}$	13.75
33	.....		6	5 $\frac{7}{8}$	7 $\frac{1}{2}$	3 $\frac{5}{8}$	2 $\frac{1}{4}$	FF	1.500	4— $\frac{1}{4}$	28.00
Models not listed see Continental and Waukesha Motors											
AJAX Nash Motors											
ALCO											
2	.....		4	5	6 $\frac{7}{8}$	3 $\frac{1}{16}$	2 $\frac{1}{32}$	FF	1.250	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	17.60
15	.....		4	5 $\frac{1}{8}$	6 $\frac{5}{32}$	2 $\frac{1}{16}$	2 $\frac{1}{32}$	FF	1.250	4— $\frac{3}{16}$	16.50
ALFA ROMEO											
13	.....		6	2.559	3 $\frac{15}{32}$	2	1	O	.709	2— $\frac{3}{32}$ 1— $\frac{1}{8}$	12.00
ALLEN											
5	43	1919-20	4	3 $\frac{1}{2}$	4	2 $\frac{1}{4}$	1 $\frac{5}{32}$	O	.875	3— $\frac{3}{16}$	6.00
6	41	1920-24	4	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{1}{4}$	1 $\frac{1}{4}$	O	.875	3— $\frac{1}{4}$	4.95
4	34, 37	1915-19	4	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{1}{4}$	1 $\frac{1}{4}$	O	1.000	3— $\frac{1}{4}$	4.95
ALLIS CHALMERS											
7	W, WC	1933-36	4	4	4 $\frac{27}{64}$	2 $\frac{3}{16}$	1 $\frac{7}{32}$	FF	.989	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	8.25
3	M, U, UC	1936-37	4	4 $\frac{1}{2}$	5 $\frac{3}{32}$	2 $\frac{5}{8}$	2 $\frac{1}{32}$	FF	1.312	3— $\frac{3}{32}$ 1— $\frac{1}{4}$	9.90
11	18-30, 20-35, Road Maintainer to No. 32749	1922-29	4	4 $\frac{3}{4}$	6 $\frac{7}{8}$	3 $\frac{5}{8}$	2 $\frac{9}{16}$	FF	1.500	4— $\frac{3}{16}$	14.25
10	E, K, 35 after Engine K2670	1932-36	4	5	6 $\frac{5}{8}$	3 $\frac{3}{8}$	2 $\frac{1}{32}$	FF	1.500	4— $\frac{3}{16}$	15.75
23	50, Monarch 50, H50 after 61999	1932-34	4	5 $\frac{1}{4}$	6 $\frac{7}{16}$	3 $\frac{3}{16}$	2 $\frac{7}{8}$	FF	1.500	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	16.50
12	L	1932-36	6	5 $\frac{1}{4}$	6 $\frac{3}{4}$	3 $\frac{1}{2}$	2 $\frac{5}{8}$	FF	1.500	4— $\frac{3}{16}$	15.00
1	Early 75	1928	4	6 $\frac{1}{2}$	8 $\frac{3}{8}$	4 $\frac{3}{8}$	3 $\frac{1}{4}$	FF	1.750	4— $\frac{3}{16}$	24.00
Models not listed see Continental, Hercules, Le Roi Beaver, Midwest, Stearns, and Waukesha Motors											
AMBASSADOR Yellow Cab Motors											
AMERICAN LA FRANCE											
14	.....		12	4	4 $\frac{7}{8}$	2 $\frac{3}{32}$	1 $\frac{7}{8}$	FF	1.125	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	7.50
20	3R-W, 1-2R, 2-7 Ton Y	1920-29	4	4 $\frac{1}{4}$	6	2 $\frac{1}{32}$	2 $\frac{1}{4}$	FF	1.250	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	10.80
17	2R, 3R, W, 3-3 1/2-4 Ton	1924-31	4	4 $\frac{1}{4}$	5 $\frac{1}{2}$	2 $\frac{7}{8}$	2 $\frac{3}{8}$	FF	1.250	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	10.50
16	5R, 14R, 65E, 38E, U-5R, V-5R, Z5R, Tractor	1927-31	4	4 $\frac{3}{4}$	6 $\frac{1}{4}$	2 $\frac{7}{8}$	2 $\frac{3}{8}$	FF	1.250	3— $\frac{3}{16}$	13.65
18	10E, Domehead, 12 and 45 Motors (12E-2970)	1927-31	4-6	5 $\frac{1}{2}$	6 $\frac{13}{32}$	2 $\frac{3}{32}$	2 $\frac{5}{8}$	FF	1.250	4— $\frac{3}{16}$	15.00
19	45 Motor (12E-3617)		6	5 $\frac{1}{2}$	7 $\frac{11}{32}$	3 $\frac{9}{32}$	2 $\frac{5}{8}$	FF	1.250	4— $\frac{3}{16}$	16.70
27	5-10-17-31-37-40-70-75	1919-29	4	5 $\frac{1}{2}$	6 $\frac{13}{16}$	3 $\frac{1}{16}$	2 $\frac{5}{8}$	FF	1.250	4— $\frac{3}{16}$	17.50
28	6 Motor (19E-727)		6	6 $\frac{1}{4}$	7 $\frac{1}{16}$	4 $\frac{1}{16}$	3 $\frac{3}{8}$	FF	1.500	4— $\frac{3}{16}$	24.00
Models not listed see Buda, Hercules, Lycoming and Waukesha Motors											
ANDERSON Continental Motors											
ANSTEAD											
21	C	1920-23	6	3 $\frac{1}{4}$	3 $\frac{17}{32}$	2 $\frac{1}{16}$	1 $\frac{3}{32}$	O	.875	2— $\frac{1}{8}$ 1— $\frac{3}{16}$	4.00
22	M	1923-24	6	3 $\frac{5}{16}$	3 $\frac{3}{8}$	1 $\frac{7}{8}$	1 $\frac{1}{2}$	FF	.998	2— $\frac{1}{8}$ 1— $\frac{3}{16}$	4.80
APPERSON											
30	6-25	1925-26	6	3 $\frac{3}{16}$	3 $\frac{5}{16}$	2 $\frac{1}{8}$	1 $\frac{9}{16}$	FF	.875	2— $\frac{1}{8}$ 1— $\frac{3}{16}$	3.80
Models not listed see Falls and Lycoming Motors											

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
ARMLEDER Buda, Continental and Hercules Motors											
ATTERBURY Buda, Continental and Lycoming Motors											
AUBURN											
32	160, 160A, 161, 165	1933-34	12	3 1/8	3 7/8	2 3/8	1 5/16	O	.875	3-1/8	1-3/16 3.50
Models not listed see Continental, Lycoming, Rutenber and Weidley Motors											
AUSTIN											
35	375, 475, Solid Skirt	1933-36	4	2.2	1 5/8	5 9/16	3/4	O	.500	2-3/32	1-1/8 1.50
C 36	375, 475, Split Skirt	1933-36	4	2.2	1 5/8	5 9/16	3/4	O	.500	2-3/32	1-1/8 2.50
37	375, 475, High Compression Solid Skirt	1933-36	4	2.2	1 5/8	5 9/16	3/4	O	.500	2-3/32	1-1/8 2.50
AUTOCAR											
50	R, RF, RG, RH, RE, SP	1933-35	6	3 3/4	4 7/8	3	1 5/8	FF	1.124	3-1/8	1-3/16 4.80
40	H-K, 2-3T, 26UB, 26M, 27, 3-6T	1920-27	4	4	5 1/4	2 1/4	1 1/2	FF	1.125	3-1/8	1-3/16 6.60
41	A, AA, D, DA, DB, DE, DF, DH, DT, SD, U, UD, UDF, AB, TT, SA, 1 1/2-3-4T, TD-1, RH	1928-35	4-6	4	5 1/4	3	1 5/8	FF	1.125	3-5/32	1-3/16 6.05
42	26-27, Y, B, 4-6T	1920-27	4	4 1/4	5 1/4	2 1/4	1 1/2	FF	1.125	3-1/8	1-3/16 7.15
43	CF, N, NE, NF, NFS, S, SCH, SCHS, SCHST, SCHT, NT, UNF, UNT, SHS, SHT, TA, TEA, UN, US, 3 1/2-5 Ton, TFA, UNFS, TEB.	1930-36	4-6	4 1/4	6	3 5/8	1 5/8	FF	1.125	3-5/32	1-3/16 8.25
48	TEC, CHS, SCH, SCHS, SHS, SHST, TA, TAS, TB	1929-32	6	4 3/8	5 3/4	3 5/8	1 5/8	FF	1.125	3-5/32	1-3/16 7.40
45	26-27, L, M	1926-33	4	4 1/2	5 1/4	2 1/4	1 1/2	FF	1.125	3-5/32	1-3/16 7.70
46	H, HS, HST, HT	1929-33	4	4 1/2	5 1/4	3	1 9/16	FF	1.125	3-5/32	1-3/16 6.60
47	C, CE, F, G, H, HS, NH, SE, T, TE, TFA, NFT, 4N, 6NFS, S, TS, US, UT, SCM	1930-36	6	4 1/2	6	3 5/8	1 5/8	FF	1.125	3-5/32	1-3/16 8.25
49	21, FG, 1 1/2-2T	1915-26	2	4 3/4	4 3/4	2 1/16	2 7/16	FF	1.125	3-3/16	1-3/16 11.00
Models not listed see Buda, Hercules, Sterling Marine and Waukesha Motors											
AUTOMATIC											
34			4	6 1/2	9 1/8	4 7/16	3 1/4	FF	1.687	4-1/4	27.50
38			4-6-8	7 1/2	10 3/4	4 3/4	3 3/4	FF	2.000	4-1/4	36.00
AVERY Hercules and Waukesha Motors											
BACKUS TRUCK Continental Motors											
BADLEY Continental Motors											
BAKER Le Roi Beaver and Wisconsin Motors											
BARLEY Continental Motors											
BARTLETT TRUCK Buda Motors											
BAY STATE Continental and Lycoming Motors											
BEAVER Continental, Hercules, Le Roi Beaver and Lycoming Motors											
BECK Continental, Hercules and Lycoming Motors											
BEEMAN Hercules and Hudson Motors											
BEGGS TRUCK											
61	10T, 20T	1920-28	6	3 1/4	4 1/8	2 1/16	1 9/16	FF	.859	3-1/8	1-3/16 4.50
BENTLEY (Foreign)											
51	Domehead, 80 MM		4	3.1496	4 1/2	2 13/32	1 7/16	O	.707	4-1/8	12.50
53	Domehead, 100 MM		4	3.937	4 3/4	2 3/16	1 5/8	FF	.790	4-1/8	12.50

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price	
BESSEMER TRUCK Continental Motors												
BETZ Buda Motors												
BIEDERMAN Continental, Hercules, Lycoming and Waukesha Motors												
BLACK HAWK Continental and Stutz Motors												
54	BLITZ (Foreign) 6GM		4-6	3 1/8	3 13/16	2 1/4	1 5/8	FF	.855	2—1/8	1—3/16	3.50
60	BOYD		4	5 3/4	7 1/2	3 31/32	2 11/16	FF	1.250	4—3/16		20.00
BRADFIELD TAXICAB Continental and Lycoming Motors												
BREWSTER Ford and Lycoming Motors												
BRIDGEPORT Buda, Continental and Hercules Motors												
BRINTON TRUCK Buda and Continental Motors												
BROCKWAY American La France, Buda, Continental, Hercules and Wisconsin Motors												
BUCK Continental Motors												
BUCYRUS Waukesha Motors												
BUDA												
78	419, Railcar		2	2 3/4	2 5/8	1 1/4	1 1/32	O	.500	2—1/8	1—3/16	3.80
121	319		2	3 1/4	3 1/8	1 3/8	1 31/32	FF	.750	3—1/8		4.00
71	HS, HS6, CS, GS, HS6A	1926-30	6	3 3/8	3 7/8	1 7/8	1 13/32	FF	1.125	3—1/8	1—3/16	4.40
73	H260, H173, HM260, HM260R	1930-36	4-6	3 1/2	3 13/16	2	1 7/16	FF	1.125	3—1/8	1—3/16	4.00
72	DTU	1916-29	4	3 1/2	4 9/16	2 1/2	2	FF	1.062	3—1/8	1—3/16	4.70
75	MU	1919-28	4	3 5/8	4 1/2	2 1/16	2 1/16	FF	1.062	3—1/8	1—3/16	4.85
74	DS6, DS6A, DW6 to 151700	1930-36	6	3 5/8	4 1/2	2 1/8	1 17/32	FF	1.375	3—1/8	1—3/16	4.90
80	H199, H298, H299, HM298, HM298R	1930-36	4-6	3 3/4	3 3/4	2	1 7/16	FF	1.125	3—1/8	1—3/16	5.00
77	WTU to No. 162000	1919-32	4	3 3/4	4 1/2	2 1/16	2 1/16	FF	1.062	3—1/8	1—3/16	5.20
9102	WTH, WBU	1919-32	4	3 3/4	4 17/32	2 1/16	1 17/32	FF	1.375	3—1/8	1—3/16	4.90
69	GW6			3 3/4	4 1/8	2 1/8	1 21/32	O	1.125	4—1/8		4.95
79	DW6	1929-31	6	3 3/4	4 3/8	2 1/8	1 17/32	FF	1.375	3—1/8	1—3/16	5.25
122	K315		6	3 3/4	4 3/8	2 1/4	1 11/16	FF	1.250	3—1/8	1—3/16	4.95
123	QU, Q	1913-21	4	3 3/4	5	2 3/8	2 3/16	FF	1.000	3—3/16		6.00
76	CBU, CBU, CTU, WU	1916-30	4	3 3/4	5	2 1/2	2 1/16	FF	1.062	3—1/8	1—3/16	5.20
98	H217, H205, HM205, HM205R	1932-34	4	3 13/16	3 3/4	2	1 7/16	FF	1.125	3—1/8	1—3/16	5.50
124	19L		2	4	4 5/8	2 1/8	2 1/4	FF	1.000	3—1/4		8.25
82	GBU, GTU, GBUI, KBU, KBUI, KTU to 1927	1920-27	4	4	5	2 1/2	2 1/8	FF	1.062	3—1/8	1—3/16	6.60
84	BUS (early) to 150902	1926-29	6	4	5	2 1/2	2 3/32	FF	1.125	3—1/8	1—3/16	7.15
83	KBH, KBU, KBUI, KTH, KTU after 1927, Bus after 150902	1927-34	4-6	4	5	2 1/2	1 11/16	FF	1.500	3—1/8	1—3/16	6.50
81	ITU, IU, FTU	1917-27	4	4	5 3/8	2 11/16	2 1/4	FF	1.125	3—1/8	1—3/16	7.15
94	K369, KM369, KM369R		6	4 1/16	4 3/8	2 1/4	1 11/16	FF	1.250	3—5/32	1—3/16	8.70
9101	O, OU, OM3	1917-23	4	4 1/8	5 3/8	2 3/16	1 5/8	FF	1.062	3—1/8	1—3/16	7.15
99	K381	1931-32	6	4 1/8	4 3/8	2 1/4	1 11/16	FF	1.250	3—1/8	1—3/16	7.15
96	BA6, BM6, BMA, BMA6, BMA6A, BMA6S, BM411L, BM411R, BM411-RL, FM6S, BA	1928-36	6	4 1/8	5	2 1/2	1 5/8	FF	1.500	3—1/8	1—3/16	8.25
93	K393, KM393, KM393R (early)	1932-34	6	4 3/16	4 3/8	2 1/4	1 11/16	FF	1.250	3—5/32	1—3/16	8.70
86	T, TU, TM3	1917-23	4	4 1/4	5 3/8	2 3/16	2 5/16	FF	1.062	3—1/8	1—3/16	7.70
85	HU, HTU, ETU, EBU, EBUI	1917-34	4	4 1/4	5 3/8	2 5/8	2 3/8	FF	1.125	3—1/8	1—3/16	7.70
125	I 438, IM 438R	1933-34	6	4 1/4	4 1/4	2 1/16	1 11/16	FF	1.250	3—5/16	1—3/16	8.55
44	XTU, XU		4	4 1/4	5 1/4	3	1 1/2	FF	1.125	3—3/2	1—3/16	6.60
92	L451		6	4 3/8	4 3/8	2 1/8	1 11/16	FF	1.250	3—1/8	1—3/16	9.35

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JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
BUDA Continued												
91	K 4 2 8, K M 4 2 8, KM428R, K479, K381, K404	1930-36	6	4 $\frac{3}{8}$	4 $\frac{3}{8}$	2 $\frac{1}{4}$	1 $\frac{3}{4}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.35
90	L 5 2 5, L M 5 2 5, LM525R		6	4 $\frac{1}{2}$	4 $\frac{3}{4}$	2 $\frac{1}{16}$	1 $\frac{1}{16}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.90
87	YBU, YBUI, YU, YT, YTU, YRA, YR, YTUI, YRC, YRD, YRH	1915-34	4	4 $\frac{1}{2}$	6 $\frac{1}{8}$	3	2 $\frac{1}{2}$	FF	1.250	3— $\frac{5}{32}$	1— $\frac{3}{16}$	8.15
88	GL, GL6, GM, GM6, GML6, GMR6, GMLR6	1926-37	6	4 $\frac{1}{2}$	6 $\frac{1}{8}$	3	1 $\frac{7}{8}$	FF	1.625	3— $\frac{5}{32}$	1— $\frac{3}{16}$	8.25
95	GF6, GMF6, GM, GM638, GM638L, GM638R, GM638RL		6	4 $\frac{3}{4}$	6 $\frac{5}{32}$	3	2	FF	1.625	4— $\frac{1}{8}$	1— $\frac{3}{16}$	12.90
126	ATU	1916-27	4	4 $\frac{3}{4}$	6 $\frac{9}{16}$	3 $\frac{1}{4}$	2 $\frac{3}{32}$	FF	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$	13.75
89	BT4, BTH, BTU, BBU, BBH	1919-33	4	5	6 $\frac{1}{2}$	3 $\frac{1}{4}$	2 $\frac{3}{4}$	FF	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$	11.00
97	FR, FRB, FRH		4	5 $\frac{1}{2}$	6 $\frac{3}{4}$	3 $\frac{1}{4}$	2 $\frac{3}{4}$	FF	1.375	4— $\frac{1}{4}$		16.70
127	JV4, JV6	1928-35	4-6	5 $\frac{3}{4}$	6 $\frac{3}{32}$	3 $\frac{1}{4}$	2 $\frac{3}{16}$	FF	2.000	4— $\frac{3}{16}$		18.00
128	JH4, JH6	1928-36	4-6	6	6 $\frac{7}{8}$	3 $\frac{1}{4}$	2 $\frac{1}{4}$	FF	2.000	4— $\frac{1}{4}$		24.50
BUFFALO Buda and Hercules Motors												
BUGGATTI (Foreign)												
68			8	2 $\frac{9}{32}$	2 $\frac{3}{4}$	1 $\frac{9}{32}$	1 $\frac{7}{32}$	FF	.625	2— $\frac{3}{32}$	1— $\frac{1}{8}$	6.50
65			4	2 $\frac{9}{32}$	2 $\frac{5}{8}$	1 $\frac{13}{32}$	$\frac{7}{8}$	O	.630	4— $\frac{3}{32}$		9.00
67	Solid Skirt		8	2 $\frac{3}{8}$	2	1 $\frac{3}{32}$	1	O	.625	3— $\frac{1}{8}$		12.00
66			4	3 $\frac{3}{4}$	4 $\frac{3}{16}$	2 $\frac{3}{8}$	1 $\frac{5}{32}$	O	.790	2— $\frac{1}{8}$	1— $\frac{3}{16}$	17.50
BUICK												
115	32-50, 33-50	1932-33	8	2 $\frac{15}{16}$	3 $\frac{1}{2}$	2 $\frac{3}{32}$	1 $\frac{1}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.25
116	34-50, 35-50	1934-35	8	2 $\frac{31}{32}$	3 $\frac{1}{2}$	2 $\frac{3}{32}$	1 $\frac{1}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.90
114	8-50	1931	8	2 $\frac{7}{8}$	3 $\frac{1}{2}$	2 $\frac{3}{32}$	1 $\frac{1}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.25
110	6-25-28	1925	6	3	3 $\frac{1}{8}$	2 $\frac{1}{4}$	1 $\frac{1}{16}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.90
111	8-60, 32-60, 33-60	1931-33	8	3 $\frac{1}{16}$	3 $\frac{1}{8}$	2 $\frac{1}{4}$	1 $\frac{3}{32}$	O	.812	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.60
117	34-40, 34-60, 35-40, 35-60, 36-40, 37-40	1934-37	8	3 $\frac{3}{32}$	3 $\frac{1}{8}$	2 $\frac{1}{4}$	1 $\frac{1}{16}$	O	.812	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.60
113	115-26-6-20-20, 115, 27-6-20-28	1927-28	6	3 $\frac{1}{8}$	3 $\frac{3}{4}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
112	Standard, 6-26-20-28	1926	6	3 $\frac{1}{8}$	3 $\frac{1}{16}$	2 $\frac{1}{4}$	1 $\frac{3}{16}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.60
859	Marquette Series 30	1929-30	6	3 $\frac{1}{8}$	3 $\frac{1}{16}$	2 $\frac{1}{4}$	1 $\frac{1}{16}$	O	.812	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.40
109	8-80, 8-90, 32-80, 32-90, 33-80, 33-90, 34-90, 35-90	1931-32	8	3 $\frac{5}{16}$	3 $\frac{9}{32}$	2 $\frac{5}{16}$	1 $\frac{3}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
106	Standard 6-116, 6-20	1927-29	6	3 $\frac{5}{16}$	3 $\frac{11}{32}$	2 $\frac{11}{32}$	1 $\frac{3}{16}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
100	21-44-50, 22-44-50	1921-22	4-6	3 $\frac{3}{8}$	3 $\frac{3}{4}$	1 $\frac{3}{4}$	1 $\frac{7}{8}$	FF	.968	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.45
101	33 to 37, 35-45-47	1922-24	4-6	3 $\frac{3}{8}$	3 $\frac{3}{4}$	2 $\frac{1}{4}$	1 $\frac{7}{8}$	FF	.750	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.40
102	Master 6, 41 55	1924-25	6	3 $\frac{3}{8}$	4 $\frac{1}{4}$	2 $\frac{1}{16}$	1 $\frac{5}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.20
119	60-70-80, 36-60, 36-80, 36-90, 37-60, 37-80, 37-90, Century, Roadmaster, Limited	1936-37	8	3 $\frac{7}{16}$	4 $\frac{5}{32}$	2 $\frac{5}{16}$	1 $\frac{3}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
108	40-118, Standard 6	1930	6	3 $\frac{7}{16}$	3 $\frac{11}{32}$	2 $\frac{11}{32}$	1 $\frac{5}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
104	Master 120-128, 128-27-6-40-58	1927-28	6	3 $\frac{1}{2}$	3 $\frac{1}{8}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
103	Master 6-26-40-56	1926	6	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{1}{16}$	1 $\frac{7}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
105	Master 121, 129-641-50	1929	6	3 $\frac{5}{8}$	4 $\frac{1}{16}$	2 $\frac{1}{16}$	1 $\frac{1}{4}$	O	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
107	Master 6, 50, 60	1930	6	3 $\frac{3}{4}$	4 $\frac{1}{8}$	2 $\frac{1}{16}$	1 $\frac{1}{4}$	O	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
118	50, 60, High Compression	1930	6	3 $\frac{3}{4}$	4 $\frac{7}{32}$	2 $\frac{1}{32}$	1 $\frac{1}{4}$	O	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
CADILLAC												
133	V16, 452, 452A	1930-31	16	3	3 $\frac{7}{16}$	1 $\frac{11}{16}$	1 $\frac{17}{32}$	FF	.750	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
137	V16, 452B, 452C	1930-31	16	3	3 $\frac{7}{16}$	1 $\frac{11}{16}$	1 $\frac{17}{32}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
952	36-80, 36-85, 370D	1934-36	12	3	3 $\frac{1}{16}$	2 $\frac{3}{8}$	1 $\frac{1}{16}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
957	50	1937	8	3	3 $\frac{3}{4}$	2 $\frac{3}{16}$	1 $\frac{7}{16}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
134	V8, 55, 57, 59, 61, 63	1917-24	8	3 $\frac{1}{8}$	3 $\frac{5}{16}$	1 $\frac{7}{16}$	1 $\frac{9}{32}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.25

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
CADILLAC Continued												
136	V12, 370, 370B, 370C	1930-35	12	3 1/8	3 7/16	1 1/16	1 9/16	FF	.875	2-1/8	1-3/16	3.40
135	314	1925-27	8	3 1/8	3 3/8	2	1 9/16	FF	.750	2-1/8	1-3/16	3.25
130	341, 341B	1928-29	8	3 5/16	3 3/8	1 3/4	1 9/16	FF	.875	2-1/8	1-3/16	3.90
131	V8, 353, 355A	1930-31	8	3 3/8	3 3/8	1 3/4	1 5/8	FF	.875	2-1/8	1-3/16	3.90
132	355B, 355C	1932-33	8	3 3/8	3 3/4	1 3/4	1 9/16	FF	.875	3-1/8	1-3/16	3.90
140	355E, 355D	1934-35	8	3 3/8	3 3/4	1 3/4	1 1/2	FF	.875	3-3/8	1-3/16	3.90
141	36-60	1936	8	3 3/8	4 1/8	2 7/32	1 1/2	FF	.875	2-1/8	2-5/32	4.25
142	36-70, 36-75, 60, 65, 70, 75	1936-37	8	3 1/2	4 1/8	2 7/32	1 1/2	FF	.875	2-1/8	2-5/32	4.50
CASCO Buda and Wisconsin Motors												
CASE CAR Continental Motors												
CENTAUR Le Roi Beaver Motors												
CHALMERS												
170	35, A, B, C, Y	1916-25	6	3 1/4	4 1/2	2 3/8	1 5/8	FF	.812	3-1/8	1-3/16	3.90
CHANDLER												
231	Standard 6-31	1925	6	2 7/8	3 27/32	2 7/32	1 1/16	O	.875	2-1/8	1-3/16	3.25
185	Royal 8, 75, Standard 6-31	1926-29	6-8	3	3 3/4	2 7/32	1 1/16	O	.875	2-1/8	1-3/16	3.40
187	65, Invincible Six, 131	1928-29	6	3 1/4	3 3/4	2 7/32	1 1/16	O	.875	3-1/8	1-3/16	3.60
186	Special 6-43	1925-27	6	3 1/8	4 1/4	2 3/8	1 1/16	O	.968	2-1/8	1-3/16	3.50
188	Royal 8	1927	8	3 1/16	4	2 3/8	1 3/32	O	.968	3-1/8	1-3/16	3.80
180	Royal 8, 37	1927-28	8	3 1/4	4	2 3/8	1 3/32	O	.968	2-1/8	1-3/16	3.75
184	Royal 8-85	1928-29	8	3 3/8	4	2 3/8	1 3/32	O	.968	3-1/8	1-3/16	3.75
181	Pikes Peak, 17B, 3 A	1923-24	6	3 1/2	4 1/8	2	1 1/2	FF	.968	3-1/8	1-3/16	3.50
182	33, 35, Big 6, 33A	1925-28	6	3 1/2	4 1/2	2 1/2	1 1/32	O	1.093	3-1/8	1-3/16	3.50
183	Big Six 135	1929	6	3 3/4	4 1/2	2 3/4	1 7/32	O	1.093	3-1/8	1-3/16	5.10
CHECKER CAB Buda and Lycoming Motors												
CHEVROLET												
192	All 6 Cylinder	1929-34	6	3 5/16	3 11/16	1 7/8	1 3/32	O	.990	2-5/8	1-3/16	2.50
193	Standard, Master	1934-36	6	3 5/16	3 11/16	1 7/8	1 3/32	O	.990	2-5/8	1-3/16	2.50
194	Standard, De Luxe, All 6 Cylinder	1937	6	3 1/2	4 1/32	2 15/32	1 1/4	O	.865	2-1/8	1-3/16	3.00
190	All 4 Cylinder	1913-28	4	3 1/16	3 1/16	1 13/16	1 3/32	O	.850	3-5/32		2.50
191	All 4 Cylinder, High Compression	1921-28	4	3 11/16	4 1/8	2 1/8	1 5/32	O	.850	3-5/32		3.00
CHICAGO Continental, Hercules and Waukesha Motors												
CHRYSLER												
206	B, 70, 60, 62	1924-28	6	3	3 1/16	2	1 1/16	O	.750	2-1/8	1-5/32	3.25
207	Eight to No. CD11532	1931	8	3	3 1/16	2	1 1/16	FF	.734	3-1/8	1-5/32	3.30
208	CJ, Six to No. 6520501, 65, 66, 70 to V13858	1925-30	6	3 1/8	3 1/16	2	1 1/16	O	.812	2-1/8	1-3/16	2.80
209	Eight after CD11532	1931	8	3 1/8	3 1/16	2	1 5/16	FF	.859	3-1/8	1-5/32	3.00
205	C1, Six after 6520501, CM, CP, Eight, CD, De Luxe Eight	1931-32	6-8	3 1/4	3 11/16	2	1 11/32	FF	.859	3-1/8	1-5/32	3.25
211	Imperial 8, Airflow 8, C8, C9, C10, C11, CU, CZ, Imperial, CV, C1, C2, C3, CQ, CO, CR, CT, Royal 8, Airstream 8	1933-37	6-8	3 1/4	3 7/8	2	1 5/16	FF	.859	3-1/8	1-5/32	3.50
201	72, 75	1928-29	6	3 1/4	4 1/8	2 5/16	1 3/32	O	.875	3-1/8	1-5/32	3.40
212	Royal 6, C16, C7, CA, CB, C6	1934-37	6	3 3/8	3 7/8	2	1 5/16	FF	.859	3-1/8	1-5/32	3.60
204	77, 70 before V13858	1930	6	3 3/8	3 15/16	2 5/16	1 1/2	FF	.859	3-1/8	1-5/32	3.25
214	77, 70 after V13858, 76	1930	6	3 3/8	4 1/8	2 5/16	1 1/2	FF	.859	3-1/8	1-5/32	3.50
200	Imperial 80	1926-28	6	3 1/2	4	2 1/8	1 1/4	O	1.000	3-1/8	1-3/16	4.00

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
CHRYSLER Continued												
203	Imperial, CH, CL.											
	CG	1931-32	8	3 1/2	4 5/8	2 5/16	1 1/2	FF	.859	3-1/8	1-3/16	4.00
210	80	1928	6	3 1/2	4 3/8	2 3/16	1 3/32	O	1.000	3-1/8	1-3/16	4.20
M 70	50, 52, 58	1925-29	4	3 5/8	4 1/8	2	1 3/32	O	7.50	3-1/8	1-3/32	3.00
202	Imperial 80	1928-33	6	3 5/8	4 1/2	2 9/16	1 7/32	O	1.000	3-1/8	1-5/32	4.10
CITROEN (Foreign)												
198			4	2 5/8	3 25/64	1 13/16	1 5/32	O	.787	3-1/8		9.00
197	C4-6-72mm		4-6	2.834	3 21/32	1 57/64	1 31/32	O	.866	3-1/8		3.50
196	G4-6-75mm		4-6	2.952	3 11/16	2 13/64	1 1/8	O	.848	3-1/8		4.00
CLARK Continental, Hercules and Le Roi Beaver Motors												
CLEVELAND												
231	Standard 6, 31	1925	6	2 7/8	3 27/32	2 7/32	1 1/16	O	.875	2-1/8	1-3/16	3.25
185	31	1926	6	3	3 3/4	2 7/32	1 1/16	O	.875	2-1/8	1-3/16	3.40
230	41, 42	1921-24	6	3 1/16	3 1/2	1 7/8	1 1/16	FF	.844	3-1/8	1-3/16	3.90
186	43	1924-29	6	3 1/8	4 1/4	2 3/8	1 1/16	O	.968	2-1/8	1-3/16	3.50
CLINTON Buda and Waukesha Motors												
CLYDESDALE Buda, Continental, Hercules and Lycoming Motors												
COLEMAN TRUCK Buda Motors												
COLUMBIA Continental and Rutenber Motors												
COMMERCE (Now Garford) Buda, Continental and Lycoming Motors												
CONCORD Buda Motors												
CONDOR Continental, Lycoming and Waukesha Motors												
CONTINENTAL												
292	H2, P11, P11A		4	2 1/2	3 1/4	1 15/16	7/8	FF	.859	2-1/8	1-3/16	3.00
M471			4	2 1/2	3 1/4	1 15/16	1	O	.750	2-1/8	1-3/16	3.50
298	8F	1927-33	6	2 5/8	3	1 3/4	1 1/8	FF	.734	2-1/8	1-3/16	3.20
2901			4	2 3/4	3	1 3/2	1 3/32	O	.625	2-1/8	1-3/16	3.00
259	A400, P410, PY,											
	Y400		4	2 3/4	2 3/16	1 27/64	1 1/32	FF	.708	2-1/8	1-5/32	3.50
299	9F	1928-33	6	2 3/4	3	1 3/4	1 1/8	FF	.734	2-1/8	1-3/16	3.00
287	L, 9L, 14L, 20L,											
	18L	1925-26	6	2 3/4	3 3/8	1 15/16	1 1/8	FF	.734	2-1/8	1-3/16	2.25
2902	8P	1925-26	8	2 13/32	3	1 13/32	1 3/16	FF	.750	2-1/8	1-3/16	3.40
275			4	2 7/8	2 7/8	1 7/16	1 3/32	FF	.687	2-3/32	1-3/32	4.00
295	6V, 7, 7V		6	2 7/8	3 1/8	1 23/64	1 3/32	O	.625	2-1/8	1-3/16	2.90
289	18L, 19L, 26L, 28L,											
	29L, 30L, 31L, 32L,											
	34L	1927-30	6	2 7/8	3 9/32	1 27/32	1 5/32	FF	.734	2-1/8	1-3/16	2.40
288	14L, 15L, 37L	1928-30	6	2 7/8	3 7/16	2	1 3/16	FF	.734	2-1/8	1-3/16	2.50
294	8S	1925-26	8	2 7/8	3 3/8	2 1/8	1 3/32	FF	.860	2-1/8	1-3/16	3.00
252	Flyer, 60, C600	1933	6	3	3 7/16	1 15/16	1 5/16	FF	.859	2-1/8	1-3/16	3.50
283	12Z to 3000	1925-26	8	3	3 1/2	2	1 11/32	FF	.859	3-1/8	1-3/16	3.25
282	A304, 12E, R800, 14S,											
	15S, 16S, 18S, 21S,											
	26S, S800, S805	1928-30	8	3	3 5/8	2 1/8	1 1/4	FF	.859	3-1/8	1-3/16	3.50
284	9K, 12Z after 3000	1925-26	8	3	3 3/4	2 1/4	1 3/8	FF	.859	3-1/8	1-3/16	3.25
285	W4, 7U, 6Y, 7Y	1920-24	4-6	3 1/8	3 1/4	1 15/16	1 1/16	O	.750	2-1/8	1-3/16	3.00
286	7UA, 7Z, 10U, 7U											
	after 41897	1924-27	6	3 1/8	3 1/4	1 15/16	1 1/4	FF	.859	3-1/8	1-3/16	3.25
M313	14W, 15W, 16W		8	3 1/8	3 3/4	2	1 11/32	FF	.797	2-1/8	1-3/16	2.90
209	D6202, DS6202		6	3 1/8	3 11/16	2	1 5/16	FF	.859	3-1/8	1-5/32	3.00
258	6W, 9W		6	3 1/8	3 1/2	2	1 1/16	FF	.875	3-3/16		3.25
257			6	3 3/16	3 9/16	2	1 5/16	FF	.859	3-1/8	1-3/16	3.90
HD257			6	3 3/16	3 9/16	2	1 5/16	FF	.859	3-1/8	1-3/16	4.30
205			6	3 1/4	3 11/16	2	1 11/32	FF	.859	3-1/8	1-5/32	3.25
HD205			6	3 1/4	3 11/16	2	1 11/32	FF	.859	3-1/8	1-5/32	3.60
261	22A, 22AA, A16, 30A,											
	10E, 12E, 15E, 12M,											
	14M	1927-33	6	3 1/4	3 13/8	2 5/16	1 7/16	FF	.859	3-1/8	1-5/32	3.10
260	12C, 8U, 11U, 14U,											
	18U, 8UA, 11UA	1926-28	6	3 1/4	3 3/4	2 5/16	1 7/16	FF	1.000	3-1/8	1-3/16	3.40
262	6S, 6SA	1921-25	6	3 5/16	3 13/16	2 5/16	1 5/8	FF	.859	3-1/8	1-3/16	3.45

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
CONTINENTAL Continued												
265	H1, H8, H9, P10, P10A, P12, P12A, P20, P20A, P415, P415A, W5, Y2, (Short Skirt)	1921-33	4-6	3 $\frac{3}{8}$	3 $\frac{1}{2}$	1 $\frac{5}{16}$	1 $\frac{3}{8}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.20
250	Beacon, 40, 41, Red Seal, C400, J404	1932-34	4	3 $\frac{3}{8}$	3 $\frac{3}{4}$	1 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
264	H1, H8, H9, P10, P10A, P12, P12A, P20, P20A, P415, P415A, W5, Y2, Y3, Y5	1921-33	2-4-6	3 $\frac{3}{8}$	4	1 $\frac{5}{16}$	1 $\frac{3}{8}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.20
255	V7, V8	1923-25	4	3 $\frac{3}{8}$	3 $\frac{7}{8}$	2 $\frac{1}{4}$	1 $\frac{13}{32}$	FF	1.093	4— $\frac{3}{16}$		4.00
204	A2, 25A, 40A, 35A, 81, Ace, 27B, 28B, 14C, 15C, 16C, 16CA, 14K, 11P, 17C, 15CS, 18C, 11E, 14E, 16E, 17E, 18E, 20C, 19E, 12K, 13K, 12N, P45A, 14U, 15U, A600-24A, 26A, 28A, 32A, 41A, 26B, 20E, 12M, 14M, 4P, 9U, P640	1928-34	6-8	3 $\frac{3}{8}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{5}{32}$	3.25
HD204	35A, 81, Ace, A2, 25A, 40A, 27B, 28B, 14C, 15C, 16C, 16CA, 14K, 11P, 17C, 15CS, 18C, 11E, 14E, 16E, 17E, 18E, 20C, 19E, 12K, 13K, 12N, P45A, 14U, 15U, A600-24A, 26A, 28A, 32A, 41A, 26B, 20E, 12M, 14M, 4P, 9U, P640	1928-34	6-8	3 $\frac{3}{8}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{5}{32}$	3.60
263	6E, 6M, 2P, 8R	1922-33	6	3 $\frac{3}{8}$	4 $\frac{1}{16}$	2 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
254			6	3 $\frac{7}{16}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
HD254			6	3 $\frac{7}{16}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.15
253	12XD	1922-24	6	3 $\frac{1}{2}$	4 $\frac{1}{8}$	2 $\frac{1}{16}$	1 $\frac{11}{16}$	FF	1.000	3— $\frac{1}{8}$		4.50
266	6A, 6D, 6H, 7H, 8H, 7M, 6N, 7N, N3 $\frac{1}{2}$, V4A, 8N, HD, HN	1915-26	4-6	3 $\frac{1}{2}$	3 $\frac{3}{4}$	2 $\frac{1}{8}$	1 $\frac{3}{4}$	FF	1.093	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.95
267	10B, 9N, 9NA, 10N, 10D, 11N	1917-24	6	3 $\frac{1}{2}$	4 $\frac{1}{2}$	2 $\frac{9}{16}$	1 $\frac{11}{16}$	FF	1.157	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
268	6T	1922-24	6	3 $\frac{5}{8}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{15}{16}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{5}{32}$	4.40
251	E600, E610, P651	1932-34	6	3 $\frac{11}{16}$	5 $\frac{5}{16}$	3 $\frac{3}{16}$	1 $\frac{23}{32}$	FF	1.250	3— $\frac{3}{16}$	1— $\frac{1}{4}$	6.00
270	N, NA, V4	1914-28	4	3 $\frac{3}{4}$	3 $\frac{3}{4}$	2 $\frac{1}{8}$	1 $\frac{11}{16}$	FF	1.093	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.25
263	7A, 8A, 9A, 9AA, 9AD, 10A, 6B, 8B, 8AP, 6J, 7J, 3P, P56, P56A, 9B	1917-30	6	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{5}{8}$	1 $\frac{15}{16}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
248	6P		4-6	3 $\frac{3}{4}$	4 $\frac{29}{32}$	2 $\frac{59}{64}$	2	FF	1.218	4— $\frac{3}{16}$		5.70
271	J4, J4A	1917-30	4	3 $\frac{3}{4}$	4 $\frac{7}{8}$	2 $\frac{15}{16}$	2	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
246	A22	1921-23	4	3 $\frac{7}{8}$	3 $\frac{5}{8}$	1 $\frac{7}{8}$	1 $\frac{3}{16}$	O	.850	3— $\frac{1}{8}$	1— $\frac{3}{16}$	6.50
296	W-7A, W9, P27A	1931	4	3 $\frac{7}{8}$	4	2 $\frac{1}{4}$	1 $\frac{3}{4}$	FF	.860	3— $\frac{1}{8}$	1— $\frac{5}{32}$	5.20
291	W8, W8A, W10, W11, M7	1930-34	4	3 $\frac{7}{8}$	4 $\frac{7}{16}$	2 $\frac{9}{16}$	1 $\frac{3}{4}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.25
297	31B, E601, E611, P658	1932-34	6	3 $\frac{7}{8}$	5 $\frac{5}{16}$	3 $\frac{3}{16}$	1 $\frac{23}{32}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.60

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
CONTINENTAL Continued											
272	30B, 31B, 18R, 16R, 29R, 30R, 16RA, P57A, P65A, 411	1929-33	6	4	4 $\frac{7}{8}$	2 $\frac{27}{32}$	2	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 7.15
244	C4	1915-23	4	4 $\frac{1}{8}$	5	2 $\frac{7}{16}$	2	FF	1.218	3— $\frac{3}{16}$	9.35
243	C2	1915-23	4	4 $\frac{1}{8}$	5 $\frac{1}{4}$	2 $\frac{11}{16}$	2	FF	1.218	3— $\frac{3}{16}$	9.80
242	7T, 8T, 7TA-423	1926-27	4	4 $\frac{1}{8}$	4 $\frac{11}{16}$	2 $\frac{7}{8}$	2 $\frac{1}{8}$	FF	1.250	3— $\frac{1}{4}$	8.70
290	330, 422, 436, 33B, 20R, 31R, 20RA, P73A	1928-34	6	4 $\frac{1}{8}$	5 $\frac{5}{16}$	2 $\frac{7}{8}$	1 $\frac{7}{8}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 8.25
2904	32B, E602, E612, P669	1933-35	6	4 $\frac{1}{8}$	5 $\frac{5}{16}$	3 $\frac{3}{16}$	1 $\frac{13}{16}$	FF	1.250	3— $\frac{5}{32}$	1— $\frac{1}{4}$ 8.25
2905	K4	1922-30	4	4 $\frac{1}{8}$	5 $\frac{7}{16}$	3 $\frac{3}{8}$	2 $\frac{1}{16}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 8.55
274	9T, 12T, 12TA-405, 14T, 15T, 16T, P75	1927-28	4	4 $\frac{1}{4}$	4 $\frac{13}{32}$	2 $\frac{3}{4}$	2 $\frac{1}{16}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 8.25
273	M4, P1, P35, P35A, P39A, S4, S4A, S5, S10, S10A, S11, S12, S15, 408	1925-36	4	4 $\frac{1}{4}$	4 $\frac{3}{4}$	2 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 8.15
279	E603, E613, P671		6	4 $\frac{1}{4}$	5 $\frac{3}{16}$	3 $\frac{3}{16}$	1 $\frac{1}{8}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 8.25
239	L 5		4	4 $\frac{1}{4}$	6 $\frac{1}{8}$	3 $\frac{15}{16}$	2 $\frac{1}{16}$	FF	1.375	4— $\frac{3}{16}$	9.90
293	34B, 21R, 21RA, 32R, P80A	1929-36	6	4 $\frac{3}{8}$	5 $\frac{3}{16}$	2 $\frac{3}{4}$	1 $\frac{21}{32}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 7.70
2906	34B, 21R, 21RA, 32R, P80A, (High Compression)	1929-36	6	4 $\frac{3}{8}$	5 $\frac{5}{16}$	3 $\frac{3}{16}$	1 $\frac{13}{16}$	FF	1.250	3— $\frac{5}{32}$	1— $\frac{1}{4}$ 8.25
276	E, E4, E7	1913-24	4	4 $\frac{1}{2}$	5 $\frac{5}{8}$	2 $\frac{13}{16}$	2 $\frac{15}{32}$	FF	1.437	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 8.80
277	L4	1922-30	4	4 $\frac{1}{2}$	5 $\frac{15}{16}$	3 $\frac{5}{8}$	2 $\frac{9}{32}$	FF	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 7.70
278	14, 14H, 14HA, 15H, 28H, P96, HA423	1929-34	6	4 $\frac{1}{2}$	5 $\frac{15}{16}$	3 $\frac{5}{8}$	1 $\frac{29}{32}$	FF	1.500	4— $\frac{1}{8}$	1— $\frac{3}{16}$ 8.40
2903	B2	1914-27	4	4 $\frac{3}{4}$	6 $\frac{1}{8}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	FF	1.375	4— $\frac{3}{16}$	11.00
241	B5	1922-30	4	4 $\frac{3}{4}$	6 $\frac{1}{8}$	3 $\frac{1}{2}$	2 $\frac{21}{32}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 11.55
240	16H, 30H, 36B	1930-34	6	4 $\frac{3}{4}$	6 $\frac{1}{4}$	3 $\frac{11}{16}$	1 $\frac{7}{8}$	FF	1.500	4— $\frac{5}{32}$	1— $\frac{3}{16}$ 13.20
280	B7 to 1671, P52, P52A	1922-31	4	5	5 $\frac{29}{32}$	3 $\frac{9}{32}$	2 $\frac{5}{8}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 11.55
281	B7 to 1671, P52, P52A, High Compression	1922-31	4	5	6 $\frac{3}{16}$	3 $\frac{9}{16}$	2 $\frac{5}{8}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 12.65
COOPER											
247	High Pr. T57		3	3 $\frac{1}{2}$	2 $\frac{1}{4}$	1 $\frac{1}{16}$		O	.875	3— $\frac{3}{16}$	4.50
CORBITT Buda, Continental, Hercules, Lycoming and Waukesha Motors											
CORD Lycoming Motors											
CUNNINGHAM Continental Motors											
CURTISS-BILL Lycoming Motors											
DAGMAR Continental and Lycoming Motors											
DAIMLER (Foreign)											
307			6	2 $\frac{3}{4}$	3 $\frac{7}{16}$	1 $\frac{7}{16}$	1 $\frac{1}{16}$	FF	.875	3— $\frac{1}{8}$	11.10
DAIRY EXPRESS Hercules Motors											
DART Buda, Continental and Hercules Motors											
DAVEY											
328				4 $\frac{1}{2}$	4 $\frac{11}{32}$	2	1 $\frac{1}{2}$	O	1.125	3— $\frac{1}{4}$	14.30

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
DAVIS Continental Motors DAY-ELDER Buda, Continental, Hercules, and Le Roi Beaver Motors DEARBORN Buda, Continental and Hercules Motors DEFIANCE Buda, Continental, Hercules and Wisconsin Motors DE MARTINI Buda Motors DENBY Continental, Hercules and Le Roi Beaver Motors DE PUE Buda Motors DERBY (Canadian) Continental Motors DE SOTO												
323	Straight 8, CF	1930-31	8	27/8	3 1/16	2	1 3/16	FF	.734	3-1/8	1-3/16	2.80
206	K	1928-29	6	3	3 1/16	2	1 1/16	O	.750	2-1/8	1-3/32	3.25
208	Finer Six, CK to 5011801	1930	6	3 1/8	3 1/16	2	1 1/16	O	.812	2-1/8	1-3/16	2.80
205	SD	1933	6	3 1/4	3 1/16	2	1 1/16	FF	.859	3-1/8	1-5/32	3.25
321	SC	1932	6	3 1/4	3 3/4	2 1/16	1 5/16	FF	.859	3-1/8	1-5/32	3.15
320	S. A. Six	1931	6	3 1/4	3 1/16	2 1/8	1 5/16	FF	.859	3-1/8	1-5/32	3.25
212	Airflow SE, SG, Air-stream SF, Six, S1, S2	1934-37	6	3 3/8	3 7/8	2	1 5/16	FF	.859	3-1/8	1-5/32	3.60
Models not listed see Chrysler Motors												
DE VAUX Continental Motors DIAMOND T Buda, Continental, Hercules, Hinkley, Lycoming and Waukesha Motors DIANA Continental Motors DIFFERENTIAL Lycoming Motors DISPATCH Wisconsin Motors DIVCO TRUCK Continental Motors DIXON Buda, Continental, Hercules and Lycoming Motors DOANE Waukesha Motors DODGE												
323	DC	1930	8	27/8	3 1/16	2	1 3/16	FF	.734	3-1/8	1-3/16	2.80
207	DG	1931	8	3	3 1/16	2	1 3/16	FF	.734	3-1/8	1-5/32	3.30
208	DD, DF	1930-31	6	3 1/8	3 1/16	2	1 1/16	O	.812	2-1/8	1-3/16	2.80
209	DP, DQ	1923	6	3 1/8	3 1/16	2	1 5/16	FF	.859	3-1/8	1-5/32	3.00
205	DL, DR, DS, DU, D2, D5	1932-37	6	3 1/4	3 1/16	2	1 1/16	FF	.859	3-1/8	1-5/32	3.25
321	DH, DK, DO, DJ, DL	1931-33	6-8	3 1/4	3 3/4	2 1/16	1 5/16	FF	.859	3-1/8	1-5/32	3.15
204	Victory, Standard DA, Senior Six, DE, DB	1928-30	6	3 3/8	3 5/16	2 5/16	1 1/2	FF	.859	3-1/8	1-5/32	3.25
324	All 4 Cylinder	1914-28	4	3 7/8	4 3/8	2 3/16	2	FF	.812	3-1/8	1-5/32	4.50
Models not listed see Chrysler and Continental Motors												
DODGE TRUCK												
208	F10, 30, 31 (Early)	1929-31	6	3 1/8	3 1/16	2	1 1/16	O	.812	2-1/8	1-3/16	2.80
209	G30, 31, H30, 31, HC, HCL, KC, KCL, KH15 to 33, KH16V to 33V, LE30, 31, 32, LC, LD35, LE15, LE20, T23	1933-36	6	3 1/8	3 1/16	2	1 5/16	FF	.859	3-1/8	1-5/32	3.00
205	G20, 31, 43, 44, H43, 44, K30, 31, 32, 33, 34, 20, 21, KC, KCL, K32V, 33V, 34V, 19V, K34, NC1, LF28, LHD30, LT35, LF35, LF36, LF37	1932-36	6	3 1/4	3 1/16	2	1 1/16	FF	.859	3-1/8	1-5/32	3.25
321	F10, 30, 31, Late	1932-36	6	3 1/4	3 3/4	2 1/16	1 5/16	FF	.859	3-1/8	1-5/32	3.15
212	K35 to 38, 45 to 48, 35V to 38V, 45V to 48V, LH45, 46, 47,	1934-35	6	3 3/8	3 7/8	2	1 5/16	FF	.859	3-1/8	1-5/32	3.60
204	BE, DET, IE, LE, ME, SE, DA120, 130, 133, ED, OD, TD, JD, YD, DA140, 150, 165, Victory, Senior, A, B, C, D, E, F, G, L, F35, 36, 1 1/2 DA-1, DB1, 1-2, GE, HE, OE, RE, TE, 2T-150, 3 Ton-135, 165, 185, JE, YE	1928-32	6	3 3/8	3 1 1/8	2 5/16	1 1/2	FF	.859	3-1/8	1-5/32	3.25

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
DODGE TRUCK Continued												
203	G80, 81, 82, 4 Ton	1932-36	8	3 1/2	4 5/8	2 5/16	1 1/2	FF	.859	3-1/8	1-3/16	4.00
M 70	All 4 Cylinder	1929-33	4	3 3/8	4 1/8	2	1 5/32	O	.750	3-1/8	1-3/32	3.00
202	F40, 41, 42, 60, 61, 62, 80, 81, K50, 51, 52, 70, 71, 72, K50V, 51V, 52V, 60V, 61V, 62V	1929-33	6	3 5/8	4 1/2	2 9/16	1 7/32	O	1.000	3-1/8	1-5/32	4.10
324	All 4 Cylinder	1917-28	4	3 7/8	4 3/8	2 1/16	2	FF	.812	3-1/8	1-5/32	4.50
Models not listed see Chrysler and Continental Motors												
DORT Continental, Falls, and Lycoming Motors												
DOUBLE DRIVE Buda, Hercules and Rutenber Motors												
DOUGLAS Buda and Weidley Motors												
DOVER Essex Motors												
DUESENBERG												
317	A8	1922-27	8	2 7/8	3 1/2	1 7/32	1 5/32	O	.750	4-1/8		4.50
318	J8	1929-37	8	3 3/4	4 5/8	2 3/32	1 21/32	FF	1.062	3-1/8	1-3/16	8.00
DUPLEX Buda and Hinkley Motors												
DU PONT Continental, Herschell-Spillman and Wisconsin Motors												
DURANT Anstead and Continental Motors												
DURANT TRUCK Continental Motors												
EAGLE TRUCK Buda, Continental, Hercules and Lycoming Motors												
ELCAR Buda, Continental and Lycoming Motors												
ELK-HART Hercules Motors												
ELYSEE Continental Motors												
ENTERPRISE												
367	2384	1936		4 3/4	5 15/16	3 15/16	1 15/16	O	1.500	4-3/16		15.95
Models not listed see Continental Motors												
ERSKINE												
365	51, 52, 51B, 52B	1928-29	6	2 3/4	3 1/16	1 3/4	1 5/32	FF	.734	2-1/8	1-3/16	3.00
M170	53	1930	6	3 1/4	3 7/8	2 11/32	1 3/32	O	.875	3-1/8	1-3/16	3.50
Models not listed see Continental Motors												
ESCO Continental Motors												
ESSEX												
375	B, Light Six	1923-24	6	2 5/8	3	1 5/8	1 1/8	FF	.750	3-1/8		2.25
371	Light 6	1925-28	6	2 11/16	3 1/16	1 11/16	1 1/8	FF	.750	3-1/8		2.25
372	Super 6, D, Challenger	1929-30	6	2 3/4	3 1/16	1 11/16	1 5/32	FF	.750	4-1/8		2.25
373	Super 6	1931	6	2 7/8	3 3/16	1 11/16	1 5/32	FF	.750	4-1/8		2.25
374	Super 6, Terraplane	1932-33	6-8	2 15/16	3 3/16	1 11/16	1 5/32	FF	.750	4-1/8		2.25
602	Terraplane, K, KU, Terraplane 1, G, 2, GU, 61 De Luxe, 62	1934-36	6	3	3 3/16	1 11/16	1 1/8	FF	.750	4-1/8		2.50
370	Custom A, G, 22-24	1919-23	4	3 3/8	3 19/32	1 27/32	1 13/32	FF	.875	2-1/8	1-3/16	3.00
FAGEOL Continental, Hall-Scott, Hercules, Lycoming and Waukesha Motors												
FALCON-KNIGHT Willys-Knight Motors												
FALLS MOTOR												
394	L, M	1923	6	3	3 1/4	1 1/2	1 1/16	O	.740	2-1/8	1-3/16	3.75
395	T8000, X, R, R1	1917-25	6	3 1/8	3 1/2	1 7/8	1 1/16	O	.740	2-1/8	1-3/16	3.75
FARGO TRUCK Buda, Continental and Chrysler Motors												
FARQUHAR Buda Motors												
FATE-ROOT-HEATH CO. Hercules Motors												
FEDERAL KNIGHT Willys-Knight Motors												
FEDERAL TRUCK Continental, Hercules, Waukesha and Willys-Knight Motors												
FIAT (Foreign)												
389	509 57mm			2.244	2.953	1.162	3/4	O	.668	2-1/8		3.50
391	501, 65mm			2.559	3.545	1.420	15/16	O	.668	2-1/8		3.50
388				2 9/16	2 5/8	1 13/32	1	O	.669	3-5/32		7.00
390	120, 521, 72mm		6	2.835	3.563	2.047	15/16	O	.787	3-1/8		3.50

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
FIFTH AVE COACH Yellow Motors FISHER-STANDARD TRUCK Continental Motors FISHER TRUCK Continental Motors FLEET Continental Motors FLEET ARROW Pierce-Arrow Motors FLEXIBLE BUS Buick, and Chevrolet Motors FLINT Continental and Hercules Motors											
FORD											
4150	V8 Racing, Standard to 3 1/4" Bore	1932-36	8	3 1/16				FF	.750		5.00
415	V8, 18, 40, 48, 68	1932-36	8	3 1/16	2 3/32	1 17/32	1 7/16	FF	.750	2-1/8 1-3/16	1.80
410	T	1907-27	4	3 3/4	3 1/16	1 13/16	1 1/8	O	.740	3-1/8	2.50
411	T. Demo Head Racing	to 1927	4	3 3/4							7.50
413	Special Racing A and B, Made to withstand 7 to 1, Compression	1928-33	4	3 7/8	3 3/32	1 7/8	1 3/4	Plug	1.000	3-1/8	4.50
412	A, AA, B, BB, 46	1928-33	4	3 7/8	3 3/32	1 3/32	1 3/4	FF	1.000	2-1/8 1-5/32	1.80
414	Special Racing A and B, Made to withstand 10 to 1 Compression	1928-33	4	3 7/8	3 3/32		1 3/4	Plug	1.000	3-1/8	10.00
4100	Special A and B for Overhead Racing Motors	1928-33	4	3 7/8				Plug	1.000		12.50
FORD (English)											
407			4	2 1/2	2 9/16	1 1/32	1	FF	.687	2-.080 1-5/32	6.25
FORD TRUCK											
415	B18, 50, 51, 67, 48, 68, 1/2, 1 1/2 T	1932-36	8	3 1/16	2 3/32	1 17/32	1 7/16	FF	.750	2-1/8 1-3/16	1.80
410	T	1912-27	4	3 3/4	3 1/16	1 13/16	1 1/8	O	.740	3-3/16	2.50
416	A, AA, B, BB, 1/2 1 1/2 Ton	1928-33	4	3 7/8	3 3/32	1 3/32	1 3/4	Plug	1.000	3-1/8 1-3/16	2.25
FRANKLIN											
431	10A, 10B, 10C	1922-25	6	3 1/4	3 1/16	2 3/16	1 3/32	O	.875	3-1/8 1-3/16	3.25
437	11, 12, A and B	1926-28	6	3 1/4	3 7/8	2 7/4	1 1/8	O	.875	3-1/8 1-3/16	3.50
435	130	1929-30	6	3 1/4	4 1/8	2 1/4	1 3/32	O	.875	3-1/8 1-3/16	3.50
433	12, 12B	1928	6	3 1/4	4 1/8	2 5/16	1 3/32	O	.875	3-1/8 1-3/16	3.80
432	11-A-B-12	1927-28	6	3 1/4	4	2 5/8	1 3/32	O	.875	3-1/8 1-3/16	3.25
430	9A, B	1916-22	6	3 1/4	4 1/16	2 1/32	1 3/32	O	.875	3-1/8 1-3/16	3.20
436	145, 147, 161, 140 151										
434	152, 153, Series 15	1930-32	6	3 1/2	4 9/16	2 19/32	1 5/32	O	.937	3-1/8 1-3/16	4.00
	135, 137, Series 15	1929-30	6	3 1/2	4 3/16	2 11/32	1 7/32	O	.937	3-1/8 1-3/16	4.00
FREEMAN Buda Motors FRONT DRIVE Buda Motors FULLER-JOHNSON Waukesha Motors F. W. D. Buda, Waukesha and Wisconsin Motors											
GARDNER Lycoming Motors GARFORD Buda, Continental, Waukesha and Wisconsin Motors GARY Buda and Continental Motors GENERAL MOTORS TAXICAB Buick Motors											
G. M. C. TRUCK											
113	T20, T21	1927-28	6	3 1/8	3 3/4	2 3/16	1 1/4	O	.750	2-1/8 1-3/16	3.00
475	T18, T23, T33L, (221)	1933-34	6	3 3/16	4 3/16	2 9/16	1 1/8	O	.875	2-1/8 1-3/16	3.75
HD499	T18-6050 to T18-128000, T23-775 to T23-5969, T33L, 1 1/2 ton (221)	1933-36	6	3 3/16	4 13/32	2 49/64	1 3/16	O	.875	2-1/8 1-3/16	4.50
940	T10, T11, T19	1927-28	6	3 1/4	4	2 3/16	1 3/4	FF	1.062	2-1/8 1-3/16	3.20
950	T16, (213)	1934	6	3 5/16	3 7/8	2 3/16	1 3/32	FF	.856	3-1/8 1-3/16	3.70
959	T14, T16, T16H, (213)	1935-36	6	3 5/16	3 1/8	2 1/4	1 7/16	FF	.856	3-1/8 1-3/16	3.50
106	T30, T42	1929	6	3 5/16	3 3/2	2 11/32	1 3/16	O	.875	3-1/8 1-3/16	3.75
479	Motor 239	1936-37	6	3 5/16	4 1/4	2 13/32	1 3/8	FF	.937	3-1/8 1-3/16	4.00
HD479	Motor 239	1936-37	6	3 5/16	4 1/4	2 13/32	1 3/8	FF	.937	3-1/8 1-3/16	4.40
108	T25 T26, T30, T31, T33 to Serial 2507, T42, T43, T44, T45, T73, T73H, (257)	1930-34	5	3 7/16	3 3/2	2 11/32	1 5/32	O	.875	3-1/8 1-3/16	3.75
469	T33 after 2507, T43, T73, T73H, 2-2 1/2 Tons (257)	1935-36	6	3 7/16	4 5/32	2 1/2	1 1/4	O	.875	3-1/8 1-3/16	4.50

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
G. M. C. TRUCK Continued												
480	Motor 257	1932-36	6	3 $\frac{7}{16}$	4 $\frac{9}{16}$	2 $\frac{1}{2}$	1 $\frac{3}{8}$	FF	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.00
HD480	Motor 257	1932-36	6	3 $\frac{7}{16}$	4 $\frac{9}{16}$	2 $\frac{1}{2}$	1 $\frac{3}{8}$	FF	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
104	T40, T50	1927-28	6	3 $\frac{1}{2}$	3 $\frac{5}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	O	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
470	K15, K16, $\frac{3}{4}$ -1 Ton, (80)	1921-24	4	3 $\frac{1}{2}$	4 $\frac{1}{2}$	2 $\frac{17}{32}$	1 $\frac{7}{8}$	FF	1.105	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.85
471	K16, K17, K32, (82)	1924-27	4	3 $\frac{9}{16}$	4 $\frac{3}{16}$	2 $\frac{5}{16}$	1 $\frac{3}{8}$	FF	1.105	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.90
HD105	Motor 309		6	3 $\frac{5}{8}$	4 $\frac{1}{16}$	2 $\frac{6}{16}$	1 $\frac{1}{4}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
481	Motor 286	1936-37	6	3 $\frac{5}{8}$	4 $\frac{3}{16}$	2 $\frac{13}{32}$	1 $\frac{3}{8}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.90
HD481	Motor 286	1936-37	6	3 $\frac{5}{8}$	4 $\frac{3}{16}$	2 $\frac{13}{32}$	1 $\frac{3}{8}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.40
107	T43, T43T, T51, T51H, T51W, T55, T60, T61, T75, T82, T83, T90, (331)	1928-35	6	3 $\frac{3}{4}$	4 $\frac{1}{16}$	2 $\frac{17}{64}$	1 $\frac{1}{4}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.00
HD107	Motor 331	1928-35	6	3 $\frac{3}{4}$	4 $\frac{1}{16}$	2 $\frac{17}{64}$	1 $\frac{1}{4}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
118	T46, T46H, 5T, (331)	1935-36	6	3 $\frac{3}{4}$	4 $\frac{7}{32}$	2 $\frac{13}{32}$	1 $\frac{1}{4}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.00
482	Motor 331	1936-37	6	3 $\frac{3}{4}$	4 $\frac{1}{16}$	2 $\frac{6}{16}$	1 $\frac{1}{16}$	FF	1.125	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.00
HD482	Motor 331	1936-37	6	3 $\frac{3}{4}$	4 $\frac{1}{16}$	2 $\frac{6}{16}$	1 $\frac{1}{16}$	FF	1.125	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.50
472	K20, K41, A, B, 2, K52, 20 Pass Bus, (84)	1921-27	4	4	5 $\frac{1}{4}$	2 $\frac{7}{8}$	2 $\frac{5}{32}$	FF	1.231	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.85
M387	Motor 400	1932-37	6	4 $\frac{1}{8}$	4 $\frac{23}{64}$	2 $\frac{13}{32}$	1 $\frac{5}{8}$	FF	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.50
476	T61, T75, T83, T84SX, T90 to Motor 1400755, (400)	1933-35	6	4 $\frac{1}{8}$	4 $\frac{23}{32}$	2 $\frac{13}{32}$	1 $\frac{5}{8}$	FF	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.90
474	T85, T95, T96, A, B, C, (525)	1931	6	4 $\frac{1}{4}$	5	2 $\frac{9}{16}$	1 $\frac{11}{16}$	FF	1.249	4- $\frac{1}{8}$	1- $\frac{3}{16}$	7.70
M384	Motor 468	1931-32	6	4 $\frac{1}{4}$	5 $\frac{3}{8}$	2 $\frac{7}{8}$	1 $\frac{11}{16}$	Plug	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	9.35
433	Motor 450	1934-36	6	4 $\frac{3}{8}$	4 $\frac{17}{16}$	2 $\frac{11}{32}$	1 $\frac{11}{16}$	FF	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	9.35
484	Motor 525	1932-34	6	4 $\frac{1}{2}$	5 $\frac{1}{8}$	2 $\frac{7}{8}$	1 $\frac{11}{16}$	FF	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	9.80
486	K56, K71, K72, K10T, K15T, 101, 102, Big Brute (89)	1926-30	4	4 $\frac{1}{2}$	5 $\frac{23}{32}$	3	2 $\frac{1}{4}$	FF	1.293	3- $\frac{1}{8}$	1- $\frac{3}{16}$	10.50
473	K71, A, B, K101, 3-5 Ton, (88)	1921-27	4	4 $\frac{1}{2}$	5 $\frac{3}{4}$	3 $\frac{1}{4}$	2 $\frac{3}{8}$	FF	1.293	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.70
478	T110, T130, (616)	1933-34	6	4 $\frac{7}{8}$	5 $\frac{9}{32}$	2 $\frac{25}{32}$	2	FF	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	10.60
477	T95A, T95AS, Z670, (707)	1932-33	6	5	5	2 $\frac{17}{32}$	2	FF	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	12.10
Models not listed see Buick, Continental, Pontiac and Waukesha Motors												
GOLDEN, BELKNAP and SWARTZ												
485	S	1916-24	4	3 $\frac{3}{4}$	3 $\frac{13}{16}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$	O	.875	3- $\frac{3}{16}$		6.00
GOTFREDSON Buda, Continental and Hercules Motors												
G. P. TRUCK Lycoming and Waukesha Motors												
GRAHAM (Paige)												
495	610	1928	6	2 $\frac{7}{8}$	3 $\frac{13}{32}$	2 $\frac{3}{32}$	1 $\frac{1}{16}$	O	.812	3- $\frac{1}{8}$		3.00
493	612 to No. 890001	1929	6	3	3 $\frac{19}{32}$	2 $\frac{3}{32}$	1 $\frac{1}{16}$	O	.812	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.10
491	74, 80, Crusader, Standard 6	1935-36	6-8	3	3 $\frac{11}{16}$	2 $\frac{3}{16}$	1 $\frac{3}{32}$	O	.812	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.25
494	Standard 6, Standard 8, 8-20, 56, 57, 64, 67, 72, Blue Streak, Prosperity Six, 612											
	after 890001, 614	1929-35	6-8	3 $\frac{1}{8}$	3 $\frac{13}{32}$	2 $\frac{3}{32}$	1 $\frac{1}{16}$	O	.812	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.00
498	110	1936	6	3 $\frac{1}{4}$	3 $\frac{5}{8}$	2	1 $\frac{3}{32}$	O	.812	3- $\frac{1}{8}$	1- $\frac{5}{32}$	4.00
490	58, 65, 68, 69, 73, 75, 615, Standard 6, Standard 8, Special 6, Special 8, Super Charged 8	1930-35	6-8	3 $\frac{1}{4}$	3 $\frac{25}{32}$	2 $\frac{3}{32}$	1 $\frac{3}{32}$	O	.812	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.10
204	827, 835, 837, Custom 8	1928-31	8	3 $\frac{3}{8}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.859	3- $\frac{1}{8}$	1- $\frac{5}{32}$	3.25
492	619, 621, 629	1928-29	6	2 $\frac{1}{2}$	4 $\frac{7}{16}$	2 $\frac{13}{32}$	1 $\frac{3}{32}$	O	1.000	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.75
Models not listed see Continental Motors												
GRAHAM BROS. TRUCK Continental and Dodge Motors												
GRAMM Buda, Continental, Hercules, Lycoming and Waukesha Motors												
GRAMM-BERNSTEIN Buda, Continental, Hinkley, Lycoming and Waukesha Motors												
GRAMM-KINCAID Continental and Lycoming Motors												
GRAMM PIONEER Continental and Lycoming Motors												

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
GRASS-PREMIER .....Lycoming and Waukesha Motors												
510	GRAY 4N	1922-26	4	3 $\frac{5}{8}$	3 $\frac{5}{8}$	1 $\frac{5}{8}$	1 $\frac{5}{32}$	O	.740	3— $\frac{3}{16}$		3.50
GRAY TRUCK .....Buda Motors												
GUILDER .....Buda, Continental, Hercules and Waukesha Motors												
G. W. W. TRUCK .....Weidley and Wisconsin Motors												
HAHN-SELDEN TRUCK .....Buda, Continental, Hercules and Waukesha Motors												
HAHN TRUCK .....Buda, Continental, Hercules and Waukesha Motors												
HAL-FUR .....Hercules and Hinkley Motors												
HALL SCOTT MOTOR												
527			6	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{3}{4}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	7.20
528			6	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{7}{16}$	1 $\frac{1}{2}$	Plug	1.000	4— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
529	146	1936	6	3 $\frac{3}{4}$	4 $\frac{5}{8}$	2 $\frac{1}{16}$	1 $\frac{3}{4}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
524	75C, 110, 111, 111-1, 154, 155, 50, 75, Con-	1922-30	4-6	4 $\frac{1}{4}$	4 $\frac{9}{16}$	2 $\frac{3}{16}$	2 $\frac{1}{8}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	7.45
520	cave Head	1928-34	4	4 $\frac{1}{4}$	5 $\frac{1}{32}$	2 $\frac{5}{8}$	2 $\frac{5}{32}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	7.15
521	151, High Compress-	1928-30	4-6	4 $\frac{1}{4}$	5 $\frac{7}{32}$	2 $\frac{1}{16}$	2 $\frac{5}{32}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	7.15
522	ion	1927-34	6	4 $\frac{1}{4}$	5 $\frac{1}{4}$	3 $\frac{1}{4}$	2 $\frac{1}{8}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	8.00
518	160	1936	6	4 $\frac{1}{4}$	5 $\frac{9}{32}$	3 $\frac{9}{32}$	2 $\frac{1}{8}$	Plug	1.125	3— $\frac{1}{8}$	2— $\frac{3}{16}$	8.00
525	130		6	4 $\frac{1}{4}$	5 $\frac{9}{32}$	3 $\frac{9}{32}$	2 $\frac{1}{8}$	Plug	1.125	3— $\frac{1}{8}$	2— $\frac{3}{16}$	8.00
525	152	1928-34	4	4 $\frac{3}{4}$	5	2 $\frac{21}{32}$	2 $\frac{1}{8}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	10.50
519			5	4 $\frac{1}{2}$	4 $\frac{15}{16}$	2 $\frac{7}{8}$	2 $\frac{1}{8}$	Plug	1.250	5— $\frac{1}{8}$	1— $\frac{3}{16}$	13.10
526	Low Compression, Flat Head		4-6	5	6 $\frac{1}{2}$	3	2 $\frac{1}{8}$	Plug	1.250	4— $\frac{3}{16}$		19.50
523	175	1930-34	6	5	5 $\frac{1}{8}$	3 $\frac{7}{16}$	2 $\frac{3}{32}$	Plug	1.375	4— $\frac{1}{8}$	1— $\frac{3}{16}$	12.90
517	180	1935-37	6	5	5 $\frac{1}{8}$	3 $\frac{21}{32}$	2 $\frac{1}{8}$	FF	1.375	3— $\frac{3}{16}$	2— $\frac{1}{4}$	13.75
HARVEY .....Buda Motors												
HAWKEYE .....Buda Motors												
HAYNES												
530	57-60-75	1923-24	6	3 $\frac{1}{2}$	4 $\frac{7}{16}$	2 $\frac{5}{16}$	1 $\frac{7}{8}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.50
531	57-77	1923-25	6	3 $\frac{5}{8}$	4 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{7}{8}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.80
H. C S. CAB .....Waukesha Motors												
HENDRICKSON .....Buda and Waukesha Motors												
HENNEY .....Continental, Lycoming and Pontiac Motors												
HERCULES MOTOR												
574	ZXA		4	2 $\frac{1}{2}$	2 $\frac{11}{16}$	1 $\frac{3}{8}$	1 $\frac{1}{8}$	O	.687	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
575	ZXB		4	2 $\frac{5}{8}$	2 $\frac{11}{16}$	1 $\frac{3}{8}$	$\frac{7}{8}$	O	.687	3— $\frac{1}{8}$		3.00
HD576	IXA		4	3	3 $\frac{1}{16}$	1 $\frac{1}{16}$	1 $\frac{1}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.30
570			4	3 $\frac{1}{8}$	3 $\frac{1}{16}$	1 $\frac{1}{16}$	1 $\frac{1}{16}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.70
HD540	IXB	1931-34	4	3 $\frac{1}{4}$	3 $\frac{1}{16}$	1 $\frac{1}{16}$	1 $\frac{1}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.85
HD539	QXB, QXB2, QXB3, QXB5, QXB5C	1935-37	6	3 $\frac{1}{4}$	3 $\frac{1}{2}$	1 $\frac{3}{4}$	1 $\frac{1}{8}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.30
569	2A-64		6	3 $\frac{1}{4}$	4 $\frac{1}{8}$	2	1 $\frac{5}{8}$	O	.999	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
723	HLD		6	3 $\frac{1}{4}$	4	2 $\frac{7}{16}$	1 $\frac{7}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
HD541	JXA, JXAM	1931-36	6	3 $\frac{3}{8}$	4 $\frac{3}{8}$	2 $\frac{3}{16}$	1 $\frac{5}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.30
542	WXA, WXD	1930-34	6	3 $\frac{3}{8}$	4	2 $\frac{3}{16}$	1 $\frac{5}{32}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
579	JYC		6	3 $\frac{3}{8}$	4 $\frac{3}{8}$	2 $\frac{5}{16}$	1 $\frac{1}{8}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
543	WXA2	1930-36	6	3 $\frac{1}{2}$	4 $\frac{9}{16}$	2 $\frac{3}{16}$	1 $\frac{5}{32}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.20
HD544	JXB, JXBM, PU	1931-36	6	3 $\frac{3}{8}$	4 $\frac{3}{8}$	2 $\frac{3}{16}$	1 $\frac{5}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.85
HD548	OOB, JXC, JXCM	1929-36	4-6	3 $\frac{3}{4}$	4 $\frac{5}{16}$	2 $\frac{1}{8}$	1 $\frac{5}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.40
546	WXB	1930-36	6	3 $\frac{3}{4}$	4 $\frac{3}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
549	YXA	1927-34	6	3 $\frac{3}{4}$	4 $\frac{1}{16}$	2 $\frac{5}{16}$	1 $\frac{1}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.90
HD547	WXE		6	3 $\frac{3}{4}$	4 $\frac{3}{8}$	2 $\frac{1}{16}$	1 $\frac{3}{32}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.95
555	OOO	1930-36	4	4	4 $\frac{5}{16}$	2 $\frac{1}{8}$	1 $\frac{3}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.15
578	JXD, YXD, JXDT	1935-37	6	4	4 $\frac{3}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{16}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.15
573	WXC, WXG, WXH	1928-30	6	4	4 $\frac{1}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{1}{16}$	7.15
553	WXC, WXG, WXH, WXHC, WXLC	1930-31	6	4	4 $\frac{9}{16}$	2 $\frac{3}{16}$	1 $\frac{3}{16}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.90
554	YXB	1927-36	6	4	4 $\frac{7}{8}$	2 $\frac{1}{16}$	1 $\frac{1}{16}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{1}{16}$	7.05

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JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
HERCULES MOTOR Continued												
550	O, OBX, OX, OB, OXA, OXL, (Early)	1918-27	4	4	4 $\frac{7}{8}$	2 $\frac{5}{16}$	1 $\frac{7}{32}$	O	1.375	3— $\frac{3}{16}$		6.50
551	O, OBX, OX, OB, OXA, OXL, (Late)	1927-36	4	4	4 $\frac{7}{8}$	2 $\frac{5}{16}$	1 $\frac{5}{16}$	O	1.375	4— $\frac{3}{16}$		7.15
545	WXG	1928-32	6	4	4 $\frac{3}{8}$	2 $\frac{7}{16}$	1 $\frac{3}{16}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.75
552	CU3	1918-23	4	4	4 $\frac{7}{8}$	3	2	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.65
562	WXC2, WXU	1930-33	6	4 $\frac{1}{8}$	4 $\frac{3}{8}$	2 $\frac{3}{8}$	1 $\frac{1}{8}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.15
39	YXBP2	1927-31	6	4 $\frac{1}{8}$	4 $\frac{7}{8}$	2 $\frac{5}{16}$	1 $\frac{3}{16}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.30
563	WYO	1929-34	6	4 $\frac{1}{8}$	4 $\frac{3}{8}$	2 $\frac{7}{16}$	1 $\frac{1}{8}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.30
558	WXC3, WXT, WXLC, WXL3, WXU3	1931-34	6	4 $\frac{1}{4}$	4 $\frac{9}{16}$	2 $\frac{3}{16}$	1 $\frac{3}{16}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.15
583	WXLRT		6	4 $\frac{1}{4}$	4 $\frac{9}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.35
557	OXC	1930-34	4	4 $\frac{1}{4}$	4 $\frac{7}{8}$	2 $\frac{5}{16}$	1 $\frac{1}{4}$	O	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.25
584	WXR, WXRT		6	4 $\frac{1}{4}$	4 $\frac{3}{8}$	2 $\frac{1}{16}$	1 $\frac{1}{4}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.65
556	K	1925-34	4	4 $\frac{1}{4}$	5 $\frac{1}{4}$	2 $\frac{1}{2}$	1 $\frac{3}{16}$	O	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.25
592	MU2	1918-23	4	4 $\frac{1}{4}$	5 $\frac{1}{4}$	2 $\frac{3}{4}$	2 $\frac{5}{32}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.15
564	YXC	1930-36	6	4 $\frac{3}{8}$	4 $\frac{3}{8}$	2 $\frac{1}{16}$	1 $\frac{1}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.45
561	YXC2	1930-36	6	4 $\frac{1}{2}$	4 $\frac{7}{8}$	2 $\frac{5}{16}$	1 $\frac{1}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.75
560	L	1925-34	4	4 $\frac{1}{2}$	5 $\frac{1}{4}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.15
559	MU3	1918-23	4	4 $\frac{1}{2}$	5 $\frac{1}{8}$	2 $\frac{3}{4}$	2 $\frac{3}{16}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.60
571			4	4 $\frac{1}{2}$	5 $\frac{3}{8}$	2 $\frac{3}{4}$	1 $\frac{7}{8}$	FF	1.375	3— $\frac{3}{16}$		9.10
565	YXC3, RXC, RXCP, YX, RX	1930-36	6	4 $\frac{5}{8}$	4 $\frac{3}{8}$	2 $\frac{5}{16}$	1 $\frac{1}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.50
567	G	1926-33	4	4 $\frac{3}{4}$	5 $\frac{1}{4}$	2 $\frac{1}{2}$	1 $\frac{3}{8}$	O	1.500	4— $\frac{3}{16}$		12.65
568	GXA, HXA		6	4 $\frac{3}{4}$	6 $\frac{1}{4}$	3 $\frac{1}{2}$	1 $\frac{3}{4}$	O	1.500	3— $\frac{5}{32}$	1— $\frac{1}{4}$	14.85
572	E		4	5	5 $\frac{1}{4}$	2 $\frac{1}{2}$	1 $\frac{9}{16}$	O	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$	14.85
586	HXC	1932-37	6	5 $\frac{1}{4}$	6 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	FF	1.500	3— $\frac{5}{32}$	1— $\frac{1}{4}$	14.50
566	GXE, HWK, HXE	1931-34	6	5 $\frac{3}{4}$	7 $\frac{1}{4}$	3 $\frac{1}{2}$	1 $\frac{3}{4}$	O	1.500	2— $\frac{5}{32}$	1— $\frac{1}{4}$	16.00
577	TXA, TXAC		4	6	7	3 $\frac{5}{16}$	1 $\frac{7}{8}$	O	1.875	4— $\frac{3}{16}$		32.00
587	TXO, TXOC		4	6 $\frac{3}{8}$	7	3 $\frac{1}{16}$	1 $\frac{7}{8}$	O	1.875	4— $\frac{3}{16}$		32.00
HERSCHELL-SPILLMAN												
530	11000	1918-24	4-6-8	3 $\frac{1}{4}$	3 $\frac{1}{2}$	2	1 $\frac{9}{16}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
581	90, 7000	1918-25	4-6	3 $\frac{1}{2}$	3 $\frac{3}{8}$	1 $\frac{7}{8}$	1 $\frac{13}{16}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.90
HERTZ Continental Motors												
HINKLEY MOTOR												
590	HAA300	1919-27	4	3 $\frac{3}{4}$	4 $\frac{3}{4}$	2 $\frac{1}{2}$	2	FF	1.125	2— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
591	HAA400	1919-27	4	4	4 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{7}{32}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.15
592	HAA500	1919-27	4	4 $\frac{1}{4}$	5 $\frac{1}{4}$	2 $\frac{3}{4}$	2 $\frac{5}{32}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.15
593	HAA200	1919-27	4	4 $\frac{1}{2}$	5 $\frac{1}{4}$	2 $\frac{3}{4}$	2 $\frac{7}{8}$	FF	1.250	4— $\frac{3}{16}$		9.05
594	HAA200, 1.375 Pin	1919-27	4	4 $\frac{1}{2}$	5 $\frac{1}{4}$	2 $\frac{3}{4}$	1 $\frac{7}{8}$	FF	1.375	4— $\frac{3}{16}$		9.25
HISPANO SUIZA												
596	110mm		6	4.3307	5 $\frac{3}{32}$	2 $\frac{3}{4}$	1 $\frac{3}{4}$	FF	1.187	3— $\frac{1}{8}$	1— $\frac{3}{16}$	12.65
597	A-E-1, Standard Compression	1928-29	8	4 $\frac{23}{32}$	3 $\frac{31}{32}$	1 $\frac{25}{32}$	2 $\frac{3}{8}$	FF	1.180	3— $\frac{1}{8}$		16.40
HOFFMAN TRUCK Buda, Continental and Hercules Motors												
HUDSON												
372	Great 8, Greater 8	1930	8	2 $\frac{3}{4}$	3 $\frac{1}{16}$	1 $\frac{11}{16}$	1 $\frac{5}{32}$	FF	.750	4— $\frac{1}{8}$		2.25
373	Greater 8	1931	8	2 $\frac{7}{8}$	3 $\frac{3}{16}$	1 $\frac{11}{16}$	1 $\frac{5}{32}$	FF	.750	4— $\frac{1}{8}$		2.25
374	Super 6, E, Pace-maker	1933	6	2 $\frac{1}{16}$	3 $\frac{1}{16}$	1 $\frac{11}{16}$	1 $\frac{5}{32}$	FF	.750	4— $\frac{1}{8}$		2.25
602	Big Six, Eight, 74, 76, 75, 77, Great Eight, De Luxe 6, GH, De Luxe 8, Special De Luxe 8, Custom 8, L, LL, LT, 63, 64, 65, 66, 67, 73, Pacemaker 8, LU, LLU, LTS, T, HT, HTL, HU, HHU	1932-37	6-8	3	3 $\frac{3}{16}$	1 $\frac{11}{16}$	1 $\frac{1}{8}$	FF	.750	4— $\frac{1}{8}$		2.50
600	H, J, M, O, Super 6	1916-22	6	3 $\frac{1}{2}$	4 $\frac{1}{16}$	2	1 $\frac{3}{32}$	O	1.093	3— $\frac{1}{8}$		3.50
601	Super Six, 439230 to 478679, 118WB, 127-WB, Greater Hudson	1923-29	6	3 $\frac{1}{2}$	4 $\frac{1}{16}$	2 $\frac{1}{4}$	1 $\frac{3}{8}$	FF	1.093	3— $\frac{1}{8}$		3.50
Models not listed see Buda and Continental Motors												

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
HUFFMAN Buda, Continental, Hercules, Lycoming and Wisconsin Motors												
HUG Buda, Caterpillar and Waukesha Motors												
HUPMOBILE												
614	E1, E2, Straight 8	1925	8	2 $\frac{7}{8}$	3 $\frac{1}{8}$	1 $\frac{25}{32}$	1 $\frac{3}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
615	Cent. 8L, 218-32	1931	8	2 $\frac{7}{8}$	3 $\frac{5}{16}$	1 $\frac{25}{32}$	1 $\frac{5}{16}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
616	222 to 6906	1932	8	2 $\frac{15}{16}$	3 $\frac{11}{16}$	2	1 $\frac{1}{4}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.60
627	Century 8, M, E4, 125	1928-29	8	3	3 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{1}{2}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
626	New 8, E2, E3	1926-27	8	3	3 $\frac{1}{8}$	1 $\frac{25}{32}$	1 $\frac{1}{16}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.60
629	222 after 6906, 322, 422	1932-34	8	3	3 $\frac{17}{32}$	2	1 $\frac{5}{16}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
628	221, C, 100 H. P.	1929-32	8	3	3 $\frac{11}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{2}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
619	226	1931-34	8	3 $\frac{1}{16}$	3 $\frac{23}{32}$	2 $\frac{3}{16}$	1 $\frac{1}{2}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.60
618	A1, 2, 3, 4, 5	1925-27	6	3 $\frac{1}{8}$	3 $\frac{1}{8}$	1 $\frac{3}{32}$	1 $\frac{1}{16}$	O	.865	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
617	326, 426, 427T, 521 0, 527T, 621 0, 621N	1933-36	8	3 $\frac{3}{16}$	3 $\frac{13}{16}$	2 $\frac{3}{16}$	1 $\frac{11}{16}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{5}{32}$	3.40
622	Century 6, A-6, Series S	1928-30	6	3 $\frac{1}{4}$	3 $\frac{1}{4}$	1 $\frac{1}{16}$	1 $\frac{5}{8}$	FF	.984	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
620	R	1918-23	4	3 $\frac{1}{4}$	3 $\frac{7}{16}$	2	1 $\frac{1}{16}$	O	.865	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.30
623	Cent. 6, S2, 214	1931-32	6	3 $\frac{1}{4}$	4 $\frac{1}{16}$	2 $\frac{1}{4}$	1 $\frac{3}{32}$	FF	.875	4— $\frac{1}{8}$		3.30
621	R11, R12, R13, R14	1923-25	4	3 $\frac{1}{4}$	4	2 $\frac{3}{32}$	1 $\frac{3}{16}$	O	.865	4— $\frac{1}{8}$		3.60
624	216, 316, 321, 321A, 421, 421A	1931-34	6	3 $\frac{3}{8}$	4	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
625	H, H2, U, U2, H225, U237	1930-32	8	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{13}{32}$	1 $\frac{19}{32}$	FF	.942	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
HURLBURT Buda and Waukesha Motors												
INDEPENDENT TRUCK Buda and Continental Motors												
INDIANA Buda, Continental, Hercules, Rutenber and Waukesha Motors												
INTERNATIONAL												
M601	B3, FAB2	1933-34	6	3 $\frac{5}{16}$	3 $\frac{5}{8}$	2 $\frac{25}{64}$	1 $\frac{7}{16}$	FF	.919	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
M602	C35B, CS35B, CS40T, B4, C35, CS35, CS35T, C35T, C40, C40F, 1 $\frac{1}{2}$ - 2 - 3 - 4 - 5 Ton, FAB3	1933-36	6	3 $\frac{7}{16}$	3 $\frac{19}{32}$	2 $\frac{3}{8}$	1 $\frac{1}{2}$	FF	.919	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
M603	H, F, K, $\frac{3}{4}$ -1-1 $\frac{1}{2}$ Ton	1915-19	4	3 $\frac{1}{2}$	5	2 $\frac{9}{32}$	1 $\frac{27}{32}$	FF	.859	3— $\frac{1}{4}$		4.50
640	HA, 21, 31, 41, 1-1 $\frac{1}{2}$ - 2 Ton	1919-23	4	3 $\frac{1}{2}$	5	2 $\frac{9}{32}$	1 $\frac{27}{32}$	FF	1.298	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.40
M215	C50, C50F, C50T, FBB, XDH	1930-37	6	3 $\frac{5}{8}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{7}{32}$	FF	1.109	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.40
HDM215	C50, C50F, C50T, FBB, XDH	1930-37	6	3 $\frac{5}{8}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{7}{32}$	FF	1.109	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.85
641	F, 33, 43, 54L, Bus	1924-33	4	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{1}{16}$	1 $\frac{7}{8}$	FF	1.298	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.95
M604	C55, C55F, C55T, C60, C60T, A4, A5, A6, 3 $\frac{1}{2}$ -5-7 Ton, FBB3	1934-36	4-6	3 $\frac{3}{4}$	4 $\frac{9}{16}$	2 $\frac{41}{64}$	1 $\frac{17}{32}$	FF	1.109	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
HDM604	A4, A5, A6, C55, C55F, C55T, C60, C60T, FBB3, 3 $\frac{1}{2}$ -5-7 Ton	1934-36	6	3 $\frac{3}{4}$	4 $\frac{9}{16}$	2 $\frac{41}{64}$	1 $\frac{17}{32}$	FF	1.109	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.50
644	8-16, 10-20	1921-25	4	4 $\frac{1}{4}$	5 $\frac{7}{16}$	2 $\frac{5}{8}$	2 $\frac{3}{16}$	FF	1.300	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.15
642	41, 52, 53, 54, 54C, 61, 63, 74, 74C, 101, 103, 104C, 93, 104, Bus, 102, 2 $\frac{1}{2}$ -5 Ton	1920-33	4	4 $\frac{1}{4}$	5 $\frac{3}{4}$	2 $\frac{15}{16}$	2 $\frac{3}{16}$	FF	1.298	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.60
643		1923-29	4	4 $\frac{1}{2}$	5 $\frac{3}{4}$	2 $\frac{7}{8}$	2 $\frac{1}{16}$	FF	1.485	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.50
Models not listed see Buda, Hall-Scott, Lycoming, McCormick-Deering, Waukesha and Willys-Motors												

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
INVICTA (English)												
608	72mm			2.8346	3 3/8	1 23/32	1 1/4	FF	.750	4—1/8		10.00
	JEFFERY	Rutenber Motors										
JEWETT												
M 20	18-22	1922-24	6	3 1/4	3 15/16	2 5/16	1 23/32	FF	1.000	3—1/8	1—3/16	3.00
Models not listed see Continental and Paige Motors												
JORDAN Continental Motors												
JUNIOR (Locomobile) Continental Motors												
KALAMAZOO TRUCK Continental, Hercules and Wisconsin Motors												
KEARNS Hercules, Herschell-Spillman, Lycoming and Wisconsin Motors												
KECK-GONNERMAN Buda, Le Roi Beaver and Waukesha Motors												
KELLY-SPRINGFIELD Continental and Hercules Motors												
KENWORTH Buda, Continental, Hall-Scott, Hercules and Waukesha Motors												
KERNs-DOUGLAS Hercules Motors												
KIMBALL TRUCK Wisconsin Motors												
KING-ZEITLER Continental Motors												
KISSEL												
666			8	2 7/8	3 5/16	1 15/16	1 1/2	O	.750	4—1/8		4.00
650	45	1919-23	6	3 5/16	3 3/4	1 23/32	1 3/4	FF	.875	3—1/8	1—3/16	4.00
651	55	1925-27	6	3 5/16	3 13/16	1 15/16	1 5/32	O	.875	3—1/8	1—3/16	3.70
653	55	1923-24	6	3 5/16	3 13/16	1 15/16	1 3/4	FF	.937	3—1/8	1—3/16	4.00
Models not listed see Buda, Lycoming and Waukesha Motors												
KLEIBER Buda, Continental and Hercules Motors												
KREBS Continental Motors												
LAFAYETTE Nash Motors												
LA-FRANCE-REPUBLIC American La France, Buda, Lycoming and Waukesha Motors												
LANGE Buca, Continental, Hercules, and Lycoming Motors												
LARRABEE Continental Motors												
LA SALLE												
952	350, 36-50, 35-50	1934-36	8	3	3 11/16	2 1/8	1 7/16	FF	.856	3—1/8	1—3/16	3.25
671	303 from 2-13001	1928	8	3 1/8	3 23/32	1 23/32	1 9/16	FF	.875	2—1/8	1—3/16	3.40
135	303 to 2-13001	1927-28	8	3 1/8	3 3/8	2	1 9/16	FF	.750	2—1/8	1—3/16	3.25
670	328	1929	8	3 1/4	3 11/32	1 31/64	1 1/2	FF	.875	2—1/8	1—3/16	3.90
130	340	1930	8	3 5/16	3 3/8	1 31/64	1 9/16	FF	.875	2—1/8	1—3/16	3.90
131	345, 345A	1931	8	3 3/8	3 3/8	1 31/64	1 5/8	FF	.875	2—1/8	1—3/16	3.90
132	345B, 345C	1932-33	8	3 3/8	3 31/32	1 25/32	1 9/16	FF	.875	3—1/8	1—3/16	3.90
LEHIGH Buda and Hercules Motors												
LE MOON Continental, Lycoming and Waukesha Motors												
LEXINGTON Anstead and Continental Motors												
LIBERTY Continental and Waukesha Motors												
LINCOLN												
703	V12, 136	1934-36	12	3	3 7/8	2 1/4	1 37/32	FF	.875	3—1/8	1—5/32	3.40
704	V12, 136, 145	1934-37	12	3 1/3	3 7/8	2 1/4	1 37/32	FF	.875	3—1/8	1—5/32	3.40
702	V12	1932-33	12	3 1/4	3 7/8	2 1/4	1 5/8	FF	.875	3—1/8	1—3/16	3.40
700	ALL	1920-27	8	3 3/8	3 23/32	2	1 13/16	FF	.875	2—1/8	1—3/16	3.40
701	V8 after 45569	1928-32	8	3 1/2	3 3/4	2	1 25/32	FF	.875	2—1/8	1—3/16	3.40
LOCOMOBILE Continental and Lycoming Motors												
LUEDINGHAUS Herschell-Spillman and Waukesha Motors												
LUXOR TAXICAB Buda and Hinkley Motors												
LYCOMING MOTOR												
745	GT, GT-B, WT	1927	6-8	2 3/4	3 1/2	1 15/16	1 3/2	O	.875	3—1/8	1—3/16	2.25
746	GS, WS, GR to 21690, WR to 9391, WS to 9438	1927-30	6-8	2 7/8	3 1/2	1 15/16	1 3/2	O	.875	3—1/8	1—3/16	3.00

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
LYCOMING MOTOR Continued												
747	GR after 21690, WR after 9390, WRG, WRGM, WRP	1929-31	6-8	27/8	33/4	2 5/16	1 1/32	O	.875	3-1/8	1-3/16	3.00
753	GUC		8	3	33/4	2 5/16	1 1/16	FF	.875	2-7/8	2-3/8	3.80
740	GU. GC, WTG, WSG	1931-33	8	3	33/4	2 5/16	1 1/16	O	.875	3-1/8	1-3/16	3.80
751	WF, GF, GG, GH	1934-36	6	3 1/16	33/4	2 1/4	1 3/32	O	.875	3-1/8		3.90
750	WF, GF, GG, GH	1934-36	6	3 1/16	33/4	2 5/16	1 1/32	O	.875	3-1/8	1-3/16	3.90
742	2S, 2H	1924-25	6-8	3 1/8	3 1/2	1 1/16	1 1/16	O	.750	3-1/8	1-3/16	3.00
744	2H, 2S	1925-26	6-8	3 1/8	3 1/2	1 1/16	1 1/16	FF	.875	3-1/8	1-3/16	3.90
748	D, UA, UAB, UAC, UAD		4	3 1/8	3 1/2	2 1/16	1 1/16	O	.750	2-1/8	1-3/16	4.00
741	BB	1932-34	12	3 1/8	37/8	2 3/8	1 1/16	FF	.875	3-1/8	1-3/16	3.25
735			6	3 1/8	4	2 1/16	1 1/16	O	.875	3-1/8	1-3/16	4.50
652	3H	1925-26	8	3 3/16	3 1/2	1 1/16	1 1/16	O	.750	2-1/8	1-3/16	4.00
743	3H	1925-26	8	3 3/16	3 1/2	1 1/16	1 1/16	FF	.875	3-1/8	1-3/16	3.90
724	4HM	1927	8	3 1/4	3 3/4	1 1/16	1 3/32	O	.875	3-1/8	1-3/16	3.40
721	4H, 4SL, 4HL, 4HP, 4SM, 4HM	1926-30	6-8	3 1/4	3 3/4	1 5/16	1 1/16	FF	.875	3-1/8	1-3/16	3.40
722	L, DU, TU	1914-22	4	3 1/4	4	2	1 3/32	FF	.875	3-1/8	1-3/16	3.60
720	FD, HD, MD, MDE, 4SG, 4SL, SLH, FEA, FDA, MDA	1928-31	6-8	3 1/4	4	2 1/16	1 3/32	FF	.875	3-1/8	1-3/16	3.00
723	FD, HD, MD, MDE, 4SG, 4SL, SLH, FEA, FDA, MDA, SAH, SA, 4SML	1928-33	6-8	3 1/4	4	2 1/16	1 7/32	O	.875	3-1/8	1-3/16	3.00
725	HF, HFA, SB, HFB, UC, UCD	1932-34	6-8	3 3/8	3 1/8	2 1/16	1 5/32	O	.875	3-1/8	1-3/16	3.90
726	K, KA, KB, A, DXU, KC, KM, KN	1915-24	4	3 1/2	4	2	1 7/8	FF	.875	3-1/8	1-3/16	4.10
727	T	1927	6	3 1/2	4 3/8	2 3/8	1 5/8	FF	1.125	3-1/8	1-3/16	4.10
728	CH, T27G		4-6	3 1/2	4 1/2	2 3/8	1 7/8	FF	1.125	3-1/8	1-3/16	4.20
754	CF	1927	4	3 5/8	4 1/8	2 1/8	1 1/4	O	1.125	4-1/8		4.40
729	CF	1923-26	4	3 5/8	4 1/8	2 1/8	1 9/16	FF	1.125	3-1/8	1-3/16	4.40
730	TF	1929	6	3 5/8	4 3/8	2 3/8	1 3/32	FF	1.125	3-1/8	1-3/16	4.50
731	AF4300		4-6	3 5/8	4 1/2	2 1/2	1 3/32	O	.875	3-1/8	1-3/16	4.50
732	AB, AS, ASA, ASB	1930-33	6	3 5/8	4 1/4	2 1/2	1 1/4	O	1.000	3-1/8	1-3/16	4.40
HD732	AB, AS, ASA, ASB	1930-33	6	3 5/8	4 1/4	2 1/2	1 1/4	O	1.000	3-1/8	1-3/16	4.85
733	CE	1923-26	4	3 1/8	4 1/8	2 1/8	1 9/16	FF	1.125	3-1/8	1-3/16	4.95
734	CT to 33810	1923-30	4	3 3/4	4 3/8	2 1/8	1 5/16	O	1.125	3-1/8	1-3/16	4.70
752	6AEF, DA		6-8	3 3/4	4 1/4	2 3/8	1 3/16	O	1.000	3-1/8	1-3/16	5.00
737	AEC, AED, AEF, AE	1932-34	8	3 3/4	4 1/4	2 3/8	1 5/8	FF	1.000	3-1/8	1-3/16	4.50
HD737	AEC, AED, AEF, AE	1932-34	8	3 3/4	4 1/4	2 3/8	1 5/8	FF	1.000	3-1/8	1-3/16	4.95
269	CT after 33810, CTM, SD, CTK, CTM	1930-31	4	3 3/4	4 1/2	2 5/8	1 1/16	FF	1.125	3-1/8	1-3/16	3.75
736	AFD, AFE	1930-34	4	3 3/4	4 1/2	2 1/2	1 9/32	O	.875	3-1/8	1-3/16	4.40
738	ASD, ASE, ASF	1931-36	6	3 3/4	4 1/2	2 1/2	1 5/8	FF	1.000	3-1/8	1-3/16	4.70
749	TS, TSQA	1929-34	6	3 7/8	4 3/8	2 3/8	1 5/8	FF	1.125	3-1/8	1-3/16	5.50
739	C4W, C4, C4WM	1931-34	4	4	4 1/8	2 1/8	1 1/4	O	1.125	3-1/8	1-3/16	7.15
710		1924-29	6	4 1/2	5 1/2	2 1/16	2 1/2	FF	1.125	3-1/8	1-3/16	11.55
MACCAR Buda, Continental, Hercules, Waukesha and Wisconsin Motors												
MACK												
820	BL	1930-34	6	3 1/4	4 5/16	2 1/16	1 9/16	Plug	1.000	3-1/8	1-3/16	3.95
821	AB, BF, BG, CG, CW, Bus, 1-2-3 T	1929-37	6	3 5/8	4 9/16	2 1/16	1 5/8	O	1.000	3-1/8	1-3/16	4.25
824	BC, Early	1929-32	6	3 3/4	5	2 7/8	1 5/8	Plug	1.125	3-1/8	1-3/16	5.50
834	CU, BF, CW	1935-37	6	3 7/8	4 5/16	2 1/16	1 9/16	Plug	1.000	3-1/8	1-3/16	5.50
HD834	CU, BF, CW	1935-37	6	3 7/8	4 5/16	2 1/16	1 9/16	Plug	1.000	3-1/8	1-3/16	6.05
823	BC, BM	1929-34	6	4	5 3/2	2 7/8	1 5/8	Plug	1.125	3-1/8	1-3/16	5.50
822	AB, AL, BB, Bus, 1-2 1/2 T	1916-30	4	4	5 5/8	3 3/8	1 5/32	O	1.312	3-1/8	1-3/16	7.15

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
MACK Continued												
835	CF, CJ, BX, BX-S, BC, CL, CQ, CX	1933-34	6	4 $\frac{1}{4}$	5 $\frac{11}{32}$	2 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.25
825	BB, BJ, BK, AB, AB4, AL, BUS, 1-1 $\frac{1}{2}$ -2-2 $\frac{1}{2}$ -3-5 Ton, (3 Rings)	1916-37	4-6	4 $\frac{1}{4}$	6	3 $\frac{3}{8}$	1 $\frac{3}{16}$	O	1.312	3— $\frac{3}{16}$		7.15
826	BB, BJ, BK, AB, AB4, AL, BUS, 1-1 $\frac{1}{2}$ -2-2 $\frac{1}{2}$ -3-5 Ton, 4 Rings	1916-37	4	4 $\frac{1}{4}$	6	3 $\frac{3}{8}$	1 $\frac{3}{16}$	O	1.312	4— $\frac{3}{16}$		7.15
833	CT	1936	6	4 $\frac{1}{2}$	5 $\frac{3}{8}$	2 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.35
831	AK, AK6, BJ, BK, BU, BT, 3-4 T	1928-34	6	4 $\frac{1}{2}$	5 $\frac{9}{16}$	3 $\frac{1}{8}$	1 $\frac{3}{4}$	Plug	1.312	4— $\frac{3}{16}$		8.15
827	AC, AK, BJ, BK, BUS, 3-4 T (3 Rings)	1928-34	6	4 $\frac{1}{2}$	5 $\frac{7}{8}$	3 $\frac{1}{8}$	1 $\frac{1}{2}$	O	1.312	3— $\frac{3}{16}$		8.15
828	AC, AK, BJ, BK, BUS, 3-4 T, (4 Rings)	1928-34	6	4 $\frac{1}{2}$	5 $\frac{7}{8}$	3 $\frac{1}{8}$	1 $\frac{1}{2}$	O	1.312	4— $\frac{3}{16}$		8.15
836	AK, 3 $\frac{1}{2}$ -5 T	1928-29	4	4 $\frac{5}{8}$	6 $\frac{1}{4}$	3 $\frac{11}{16}$	1 $\frac{1}{2}$	O	1.437	4— $\frac{3}{16}$		9.90
832	BQ	1932-37	6	4 $\frac{3}{4}$	5 $\frac{11}{16}$	3	1 $\frac{7}{8}$	Plug	1.437	2— $\frac{1}{8}$	2— $\frac{3}{16}$	9.35
829	AC, AC4, AC6, AC7 $\frac{1}{2}$, AK, AK4, 3 $\frac{1}{2}$ -5-6 $\frac{1}{2}$ -7 T, AP, AP6, AP7 $\frac{1}{2}$, AP10, AP20, BUS, (3 Rings)	1916-37	4-6	5	6 $\frac{13}{16}$	3 $\frac{11}{16}$	1 $\frac{9}{16}$	O	1.437	3— $\frac{3}{16}$		9.90
830	AC, AC4, AC6, AC7 $\frac{1}{2}$, AK, AK4, AP, AP6, AP7 $\frac{1}{2}$, AP10, AP20, BUS, 3 $\frac{1}{2}$ -5-6 $\frac{1}{2}$ T, (4 Rings)	1916-37	4-6	5	6 $\frac{13}{16}$	3 $\frac{11}{16}$	1 $\frac{9}{16}$	O	1.437	4— $\frac{3}{16}$		9.90
MACK JR. Reo Motors												
MAJESTIC TAXICAB Buda Motors												
MAPLELEAF TRUCK Hinkley Motors												
MARMON												
856	68, Roosevelt	1928	8	2 $\frac{3}{4}$	3 $\frac{1}{4}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.50
857	68, 69, 70	1928-32	8	2 $\frac{13}{16}$	3 $\frac{1}{4}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.70
858	78	1928-29	8	2 $\frac{15}{16}$	3 $\frac{3}{16}$	1 $\frac{15}{16}$	1 $\frac{3}{16}$	FF	.734	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
853	16 Cylinder	1931-33	16	3 $\frac{1}{8}$	3 $\frac{5}{8}$	1 $\frac{15}{16}$	1 $\frac{1}{4}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
854	8-79	1930-31	8	3 $\frac{3}{16}$	3 $\frac{27}{32}$	2 $\frac{11}{32}$	1 $\frac{3}{16}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
850	Big 8, 88	1930-31	8	3 $\frac{1}{4}$	3 $\frac{13}{16}$	2 $\frac{15}{16}$	1 $\frac{3}{16}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.95
852	E75	1926-27	6	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{9}{16}$	2	FF	1.187	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.75
851	B34, 74, 75	1920-25	6	3 $\frac{3}{4}$	4 $\frac{11}{16}$	2 $\frac{9}{16}$	1 $\frac{15}{16}$	FF	1.187	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.90
Models not listed see Continental Motors												
MARMON-HERRINGTON Ford and Hercules Motors												
MARQUETTE Buick Motors												
MASON BUS and TRUCK Hercules Motors												
MASON MOTOR Chevrolet Motors												
MASTER Buda Motors												
MAXIM Buda Motors												
MAXWELL												
M 70	25, 25C	1924-25	4	3 $\frac{5}{8}$	4 $\frac{1}{8}$	2	1 $\frac{5}{32}$	O	.750	3— $\frac{1}{8}$	1— $\frac{5}{32}$	3.00
Models not listed see Chrysler Motors												
MAXWELL TRUCK												
M 70	25C $\frac{3}{4}$	1925-26	4	3 $\frac{5}{8}$	4 $\frac{1}{8}$	2	1 $\frac{5}{32}$	O	.750	3— $\frac{1}{8}$	1— $\frac{5}{32}$	3.00
MERCEDES-BENZ (Foreign)												
863			6	2.587	3 $\frac{3}{16}$	1 $\frac{11}{16}$	1 $\frac{5}{16}$	O	.750	4— $\frac{1}{8}$		8.40

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
MERCEDES-BENZ (Foreign) Continued												
865	.....		6	3 $\frac{1}{16}$	4 $\frac{1}{16}$	2.476	1 $\frac{1}{16}$	FF	.937	3— $\frac{1}{8}$	1— $\frac{5}{32}$	10.00
864	.....		6	3 $\frac{7}{32}$	4 $\frac{9}{32}$	2.200	1 $\frac{1}{16}$	FF	.937	3— $\frac{1}{8}$	1— $\frac{5}{32}$	10.00
MERCER												
861	4, High Compression	1916-23	4	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{1}{16}$	2 $\frac{1}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.20
860	Series 6	1921-24	6	3 $\frac{3}{4}$	4 $\frac{1}{4}$	2 $\frac{1}{4}$	1 $\frac{3}{8}$	O	1.093	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.95
862	.....		4	3 $\frac{3}{4}$	4 $\frac{7}{8}$	2 $\frac{23}{32}$	1 $\frac{1}{16}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	6.90
M. G. ENGLISH												
866	Solid Skirt, 61 cu. in.		4	2 $\frac{1}{4}$	2 $\frac{1}{2}$	1 $\frac{1}{32}$	1	O	.562	3— $\frac{3}{32}$		6.90
MIDWEST MOTOR												
870	HCS61		6	3 $\frac{1}{2}$	4 $\frac{1}{2}$	1 $\frac{1}{16}$	1 $\frac{5}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
871	408		4	3 $\frac{5}{8}$	4 $\frac{1}{16}$	1 $\frac{1}{16}$	1 $\frac{1}{8}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.90
873	412	1919-24	4	3 $\frac{5}{8}$	4 $\frac{9}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{16}$	O	.999	3— $\frac{1}{8}$		4.90
874	402	1919-27	4	4 $\frac{1}{8}$	5 $\frac{1}{8}$	2 $\frac{1}{4}$	1 $\frac{1}{4}$	O	1.125	3— $\frac{1}{4}$		8.70
872	400		4	4 $\frac{1}{2}$	5 $\frac{1}{2}$	2 $\frac{9}{16}$	1 $\frac{1}{2}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.05
11	.....	1929-34	4	4 $\frac{3}{4}$	6 $\frac{7}{8}$	3 $\frac{5}{8}$	2 $\frac{9}{16}$	FF	1.500	4— $\frac{3}{16}$		14.25
MILLER												
876	Racer		8	2 $\frac{3}{16}$	1 $\frac{1}{8}$	1 $\frac{1}{8}$	1 $\frac{1}{8}$	FF	.625	2— $\frac{1}{8}$	1— $\frac{5}{16}$	11.50
875	.....		8	3	2 $\frac{9}{16}$	1 $\frac{3}{4}$	1 $\frac{1}{16}$	FF	.750	3— $\frac{1}{8}$		11.50
MORRIS-COWLEY												
886	British			2.740	3 $\frac{5}{32}$	1 $\frac{21}{32}$	1 $\frac{1}{4}$	O	.787	2— $\frac{5}{32}$		9.00
McCARRON Continental Motors												
McFARLAN Lycoming and Wisconsin Motors												
McLAUGHLIN Buick Motors												
MEAD MORRISON Hercules and Stearns Motors												
MENOMINEE Continental, Hercules, Waukesha and Wisconsin Motors												
METEOR Continental Motors												
MONARCH TRUCK Continental Motors												
MOON Continental and Falls Motors												
MORELAND Buda, Continental, Hercules and Waukesha Motors												
NASH												
915	8-70, 9-70	1931-32	8	2 $\frac{7}{8}$	3 $\frac{7}{16}$	2	1 $\frac{7}{32}$	FF	.750	3— $\frac{1}{8}$	1— $\frac{3}{16}$	2.75
908	Light Six, Standard Six, 221 Series	1926	6	3	3 $\frac{1}{4}$	1 $\frac{9}{16}$	1 $\frac{1}{2}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
916	Light Six, Standard Six, 221 Series	1925-27	6	3	3 $\frac{1}{4}$	1 $\frac{5}{8}$	1 $\frac{1}{2}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
909	8-80, 9-80, 1070-Standard 8, 1130, 1170-Standard Special 8	1931-33	8	3	3 $\frac{1}{16}$	2 $\frac{1}{8}$	1 $\frac{3}{32}$	FF	.812	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
911	Special Six	1925	6	3 $\frac{1}{8}$	3 $\frac{1}{16}$	1 $\frac{1}{2}$	1 $\frac{9}{16}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
910	Special Six, 131-134, Series 64853 up, 231-237 to A26276	1925-26	6	3 $\frac{1}{8}$	3 $\frac{5}{8}$	1 $\frac{9}{32}$	1 $\frac{9}{16}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
912	Standard Six	1927-28	6	3 $\frac{1}{8}$	3 $\frac{7}{16}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	FF	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
914	1080, Special 8, 1180, Advance 8	1932	8	3 $\frac{1}{8}$	3 $\frac{1}{16}$	2 $\frac{1}{8}$	1 $\frac{5}{16}$	FF	.812	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
917	1280, Advance 8, 35-80, 36-80, Ambassador Advanced 8, 37-80	1934-37	8	3 $\frac{1}{8}$	3 $\frac{1}{16}$	2 $\frac{1}{8}$	1 $\frac{1}{32}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
913	6-60, 9-60, 10-60, 450, Single Six, 420, Standard Six	1929-32	6	3 $\frac{1}{8}$	3 $\frac{1}{16}$	2 $\frac{1}{4}$	1 $\frac{5}{16}$	FF	.812	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
901	Special 6, 231 Series, 331 Series	1927-28	6	3 $\frac{1}{4}$	3 $\frac{1}{16}$	1 $\frac{9}{16}$	1 $\frac{5}{8}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.95
900	Advanced 6, 681-687, 691-699	1918-27	6	3 $\frac{1}{4}$	4	1 $\frac{5}{8}$	1 $\frac{1}{16}$	FF	.937	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
903	8-90, 9-90, 1120, Big Six, 490, Twin Ignition Eight	1931-33	8	3 $\frac{1}{4}$	3 $\frac{7}{8}$	2 $\frac{5}{16}$	1 $\frac{7}{16}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
902	Special Six, 430, 431-444 Series	1929	6	3 $\frac{1}{4}$	3 $\frac{7}{8}$	2 $\frac{3}{8}$	1 $\frac{7}{16}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
NASH Continued												
905	Ambassador 8, Ambassador 3620, 1090, 1190, 1290, 1220, Big Six, 3520, Advance Six, Series 400, 3640, 3640A	1932-36	6-8	3 $\frac{3}{8}$	3 $\frac{7}{8}$	2 $\frac{5}{16}$	1 $\frac{7}{16}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.80
904	Twin Ignition Six, 480	1930	6	3 $\frac{3}{8}$	3 $\frac{7}{8}$	2 $\frac{3}{8}$	1 $\frac{7}{16}$	FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.45
906	Advanced Six, 261 and 361 Series	1927-28	6	3 $\frac{7}{16}$	4	1 $\frac{5}{8}$	1 $\frac{11}{16}$	FF	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
907	Advanced 6, 460, 470 Series	1929	6	3 $\frac{7}{16}$	4 $\frac{1}{32}$	2 $\frac{13}{32}$	1 $\frac{1}{2}$	FF	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.70
NASH TRUCK Buda and Jeffery Motors												
NATIONAL Buda, Continental, Hercules, Herschell-Spillman and Waukesha Motors												
NELSON LE MOON Continental and Waukesha Motors												
NETCO Continental, Hercules, Hinkley, Lycoming and Waukesha Motors												
NEVINS BUS Buda Motors												
NEW WAY Continental and Hupmobile Motors												
NICHOLAS and SHEPARD Hercules and Waukesha Motors												
NOBLE Buda, Continental and Lycoming Motors												
NORTHWAY MOTOR												
931	107, 8, 9	1915-23	6	2 $\frac{13}{16}$	3 $\frac{1}{16}$	1 $\frac{7}{16}$	1 $\frac{1}{2}$	FF	.668	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.90
932	111		6	2 $\frac{13}{16}$	3 $\frac{3}{32}$	1 $\frac{5}{8}$	1 $\frac{1}{8}$	O	.668	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.90
954	46, 47	1916-24	8	2 $\frac{7}{8}$	3 $\frac{1}{8}$	1 $\frac{1}{2}$	1 $\frac{7}{16}$	FF	.668	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.90
933	303, 308, 309	1916-23	4-8	3 $\frac{1}{2}$	4 $\frac{3}{8}$	2 $\frac{1}{8}$	2 $\frac{1}{16}$	FF	.856	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
930	Olds., Oakland, Cole	1916-24	4-6	3 $\frac{1}{2}$	4 $\frac{1}{2}$	2 $\frac{1}{4}$	2 $\frac{1}{16}$	FF	.856	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.35
NUCAR TRUCK and TRACTOR Buda and Continental Motors												
OAKLAND												
944	6-54B, 6-54C	1924-25	6	2 $\frac{7}{8}$	3 $\frac{5}{16}$	1 $\frac{35}{32}$	1 $\frac{7}{32}$	FF	.730	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.90
945	6-54D	1926-27	6	2 $\frac{7}{8}$	3 $\frac{5}{16}$	1 $\frac{35}{32}$	1 $\frac{15}{32}$	FF	.917	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.90
943	6-54	1923-24	6	2 $\frac{13}{16}$	3 $\frac{7}{16}$	1 $\frac{7}{8}$	1 $\frac{7}{32}$	FF	.730	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.75
941	A, AS6, All American 6	1929	6	3 $\frac{3}{8}$	3 $\frac{15}{16}$	2 $\frac{3}{16}$	1 $\frac{13}{16}$	FF	1.062	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
940	All American, AAS-6	1927-28	6	3 $\frac{1}{4}$	4	2 $\frac{3}{8}$	1 $\frac{3}{4}$	FF	1.062	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.20
942	V8, 101, 301	1930-31	8	3 $\frac{7}{16}$	3 $\frac{3}{4}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$	FF	1.062	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
Models not listed see Northway Motors												
OGDEN TRUCK Continental Motors												
O. K. TRUCK Buda Motors												
OLD RELIABLE Waukesha and Wisconsin Motors												
OLDSMOBILE												
955	30, 30D, 30N, 30C	1924-26	6	2 $\frac{3}{4}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	1 $\frac{7}{32}$	FF	.856	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.75
956	30E	1927	6	2 $\frac{7}{8}$	3 $\frac{3}{8}$	1 $\frac{7}{8}$	1 $\frac{5}{16}$	FF	.856	2— $\frac{1}{8}$	1— $\frac{3}{16}$	2.50
952	L34, L33, L32	1932-34	8	3	3 $\frac{1}{16}$	2 $\frac{1}{8}$	1 $\frac{1}{16}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
957	L35, L36	1935-36	8	3	3 $\frac{3}{4}$	2 $\frac{1}{8}$	1 $\frac{7}{16}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
960	L37	1937	8	3 $\frac{1}{4}$	3 $\frac{5}{16}$	2 $\frac{3}{8}$	1 $\frac{7}{16}$	FF	.856	2— $\frac{1}{8}$	2— $\frac{3}{16}$	3.75
953	F28, F29, F30, F31	1928-31	6	3 $\frac{3}{16}$	3 $\frac{7}{8}$	2 $\frac{3}{16}$	1 $\frac{21}{32}$	FF	.856	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.10
950	F32, F34	1932	6	3 $\frac{5}{16}$	3 $\frac{7}{8}$	2 $\frac{3}{16}$	1 $\frac{21}{32}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.70
959	F36, F35	1935-36	6	3 $\frac{5}{16}$	3 $\frac{5}{16}$	2 $\frac{1}{4}$	1 $\frac{7}{16}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
951	F33, Viking	1929-33	6	3 $\frac{3}{8}$	3 $\frac{7}{8}$	2 $\frac{3}{16}$	1 $\frac{3}{4}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.70
958	F37	1937	6	3 $\frac{7}{16}$	4 $\frac{1}{32}$	2.240	1 $\frac{1}{2}$	FF	.856	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
Models not listed see Northway Motors												
OLDSMOBILE TRUCK Chevrolet Motors												
OMORT Hercules Motors												
ONEIDA Continental, Hercules, Hinkley and Waukesha Motors												
OPEL												
965		1934-35	6	2.6375	3 $\frac{1}{8}$	1 $\frac{17}{64}$	1 $\frac{1}{32}$	O	.787	3— $\frac{3}{32}$	1— $\frac{5}{32}$	9.00
OSHKOSH Hercules, Herschell-Spillman, Waukesha and Wisconsin Motors												
OVERLAND												
972	93, 93A, 98, Whippet 6	1925-27	6	3	3 $\frac{1}{2}$	2	1 $\frac{1}{16}$	O	.734	3— $\frac{1}{8}$		3.00

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
OVERLAND Continued												
973	96, Whippet 4	1927	4	3 $\frac{1}{8}$	3 $\frac{3}{4}$	2	1 $\frac{1}{16}$	O	.734	2 $\frac{1}{8}$	1 $\frac{3}{16}$	3.00
970	Four	1919-22	4	3 $\frac{3}{8}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	1	O	.735	2 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
971	4A, 91, 92, Red, Blue, Blackbird	1923-24	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	1 $\frac{1}{8}$	O	.735	2 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
Models not listed see Continental Motors												
OVERLAND TRUCK												
971	Spad, $\frac{1}{2}$ Ton	1924-25	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	1 $\frac{1}{8}$	O	.735	2 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
Models not listed see Continental Motors												
PACKARD												
998	Series 2, Series 3	1916-23	12	3	3 $\frac{9}{32}$	2 $\frac{1}{32}$	1 $\frac{13}{32}$	FF	.750	2 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
997	626, 726, 633, 733, 836, 833, 826, 900, 901, 902, 1000, 1001, 1002, 1100, 1101, 1102, 1200, 1201, 1202, 1400, 1401, 1402, Super 8	1929-37	8	3 $\frac{3}{16}$	4 $\frac{1}{4}$	2 $\frac{1}{2}$	1 $\frac{11}{32}$	FF	.875	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
9903	120, 120B	1935-36	8	3 $\frac{1}{4}$	3 $\frac{7}{8}$	2 $\frac{1}{8}$	1 $\frac{13}{32}$	FF	.875	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
990	Single 6, Standard 8	1921-25	6-8	3 $\frac{3}{8}$	3 $\frac{3}{8}$	1 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	.750	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
991	Standard 8, 2-26, 233, 236, 243, 136, 143	1924-25	6-8	3 $\frac{3}{8}$	3 $\frac{3}{8}$	1 $\frac{7}{8}$	1 $\frac{7}{16}$	FF	.875	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.65
989	115C	1937	6	3 $\frac{7}{16}$	3 $\frac{7}{8}$	2 $\frac{1}{8}$	1 $\frac{7}{16}$	FF	.875	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
992	326, 336, 426, 433, 333, 436, 526, 536, 343	1925-27	6-8	3 $\frac{1}{2}$	3 $\frac{7}{8}$	1 $\frac{7}{8}$	1 $\frac{17}{32}$	FF	.875	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.20
993	740, 745, 840, 845, 526, 533, 640, 645, 903, 904, 904C, 1003, 1004, 1103, 1104, 1105, 1203, 1204, 1205, 1403, 1404, 1405, 443	1928-36	6-8	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{1}{2}$	1 $\frac{15}{32}$	FF	.875	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.50
PACKARD TRUCK												
994	E. EC, 1-2 Ton	1917-19	4	4	4 $\frac{3}{4}$	2 $\frac{9}{16}$	2 $\frac{1}{4}$	FF	1.125	3 $\frac{1}{8}$	1 $\frac{3}{16}$	7.15
999	EB, EC, EX, 1 $\frac{1}{2}$ -2-3 Ton	1920-23	4	4 $\frac{3}{16}$	4 $\frac{3}{4}$	2 $\frac{9}{16}$	2 $\frac{1}{4}$	FF	1.125	3 $\frac{1}{8}$	1 $\frac{3}{16}$	8.70
995	E, ED, EY, 4 Ton	1917-23	4	4 $\frac{1}{2}$	5 $\frac{3}{8}$	2 $\frac{15}{16}$	2 $\frac{9}{16}$	FF	1.250	3 $\frac{1}{8}$	1 $\frac{3}{16}$	8.50
996	E, EF, 6 Ton, EY, E5, 5 Ton	1917-23	4	5	5 $\frac{3}{8}$	2 $\frac{15}{16}$	2 $\frac{13}{16}$	FF	1.250	3 $\frac{1}{8}$	1 $\frac{3}{16}$	11.55
PAIGE												
M20	644 (1921-23), 665, 672	1926-27	6	3 $\frac{1}{4}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{23}{32}$	FF	1.000	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.00
M21	675, 660, 668	1926-27	6	3 $\frac{3}{8}$	3 $\frac{31}{64}$	2 $\frac{5}{32}$	1 $\frac{5}{32}$	O	1.000	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.75
Models not listed see Continental, Graham, Lycoming and Rutenber Motors												
PARAMOUNT CAB Continental Motors												
PARKER Buda, Continental, Waukesha and Wisconsin Motors												
PARSONS Climax, Twin City and Waukesha Motors												
PATERSON Continental Motors												
PATRIOT TRUCK Buda, Continental and Hinkley Motors												
PEERLESS												
M41	66, 67, 68, 69	1923-25	8	3 $\frac{1}{4}$	3 $\frac{1}{4}$	1 $\frac{13}{32}$	1 $\frac{5}{8}$	FF	.875	2 $\frac{1}{8}$	1 $\frac{3}{16}$	3.80
M40	56, Series 5, 6, 7	1919-22	8	3 $\frac{1}{4}$	3 $\frac{3}{16}$	1 $\frac{11}{16}$	1 $\frac{5}{8}$	FF	.875	2 $\frac{1}{8}$	1 $\frac{3}{16}$	3.95
M42	6-70, 70, 72, 6-66	1923-26	6	3 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	1 $\frac{3}{4}$	FF	.750	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.60
M43	72-90-91, 6-91	1925-29	6	3 $\frac{1}{2}$	3 $\frac{3}{4}$	1 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	1.125	3 $\frac{1}{8}$	1 $\frac{3}{16}$	3.75
Models not listed see Continental, and Herschell-Spillman Motors												
PENDLE TRUCK Hercules Motors												
PENN TRUCK Buda and Overland Motors												
PENNANT TAXICAB Buda Motors												
PENN FORD TRUCK Ford Motors												
PEUGEOT												
981	301-72mm			2 $\frac{31}{32}$	3 $\frac{11}{16}$	1 $\frac{1}{4}$	1	O	.708	3 $\frac{3}{32}$	1 $\frac{1}{8}$	9.00
PICKWICK BUS Hall-Scott Motors												

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
PIERCE-ARROW												
M175	6-8	1930-31	8	3 $\frac{1}{16}$	3 $\frac{3}{4}$	2 $\frac{7}{32}$	1 $\frac{3}{32}$	O	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.25
M60	53, 137, 142	1928	6	3 $\frac{1}{8}$	3 $\frac{5}{8}$	2 $\frac{3}{32}$	1 $\frac{1}{16}$	FF	.843	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M50	51, 52, 62, 1236	1932	12	3 $\frac{1}{4}$	4	2 $\frac{7}{16}$	1 $\frac{1}{16}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.80
M52	C, 1-32	1932-33	8-12	3 $\frac{3}{8}$	4	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.86
M180	81	1930-31	8	3 $\frac{3}{8}$	4 $\frac{1}{4}$	2 $\frac{3}{32}$	1 $\frac{3}{16}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.00
M49	80	1928	6	3 $\frac{1}{2}$	4	2 $\frac{1}{4}$	1 $\frac{1}{16}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.60
M53	1-25, 1-26, 1-33, 1-34, 1-37, 1-39, 1-42, 1-43, 1-44, 1-47, 2-34, 41, 42, 43, 54, AB, 836, 836A, 840A, 845, 1240A, 1242, 1245, 1247, 1248A, 1255, 1601, 1602, 1603	1924-28	6	3 $\frac{1}{2}$	3 $\frac{7}{8}$	2 $\frac{3}{32}$	1 $\frac{1}{16}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.60
M55	638	1929-36	8-12	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{13}{32}$	1 $\frac{3}{16}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M57	33, 36Z, (Bus)	1914-20	6	4	5	2 $\frac{7}{2}$	2	FF	1.062	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.15
M58	48, 51	1922-27	4	4	5 $\frac{1}{2}$	3 $\frac{7}{16}$	2	FF	1.062	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.60
		1918-20	6	4 $\frac{1}{2}$	5 $\frac{3}{8}$	2 $\frac{1}{16}$	2 $\frac{3}{16}$	FF	1.125	3- $\frac{1}{8}$	1- $\frac{3}{16}$	9.80
PIERCE ARROW TRUCK												
M 49	FA, FA1, FA2, FA3, 1 $\frac{1}{2}$ -2 Ton	1929-31	6	3 $\frac{1}{2}$	4	2 $\frac{1}{4}$	1 $\frac{1}{16}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.60
M 54	E	1932-35	8	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{13}{32}$	1 $\frac{3}{16}$	O	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M 55	X2 to X4, 2	1914-20	4	4	5	2 $\frac{1}{2}$	2	FF	1.062	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.15
M 56	X5, XA, XB, 2, HB	1920-29	4	4	5 $\frac{1}{4}$	2 $\frac{3}{4}$	2	FF	1.062	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.15
M 61	X5, XA, XB, 2, HB	1920-29	4	4	5 $\frac{1}{16}$	2 $\frac{3}{32}$	2	FF	1.062	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.05
M 59	R10, R-E, 5-6, R-D, 5, R-F, 7 $\frac{1}{2}$, R-12, W-C, 4, W-D, W2, 3 $\frac{1}{2}$ -5	1920-30	4	4 $\frac{1}{2}$	6 $\frac{3}{32}$	3 $\frac{3}{8}$	2 $\frac{1}{8}$	FF	1.125	4- $\frac{3}{16}$		9.35
Models not listed see Hercules Motors												
PLOWMAN Buda Motors												
PLYMOUTH												
209	P1, P2, P3, De Luxe P4, PC, PD, PE, PF, PG	1933-37	6	3 $\frac{1}{8}$	3 $\frac{11}{16}$	2	1 $\frac{5}{16}$	FF	.859	3- $\frac{1}{8}$	1- $\frac{5}{32}$	3.00
M 70	4U, 30U, PA, PB, Q, U	1928-32	4	3 $\frac{5}{8}$	4 $\frac{1}{8}$	2	1 $\frac{5}{32}$	O	.750	3- $\frac{1}{8}$	1- $\frac{5}{32}$	3.00
Models not listed see Chrysler Motors												
PONTIAC												
M 82	8AA, 8, 601, 603, 605	1933-35	8	3 $\frac{3}{16}$	3 $\frac{7}{8}$	2 $\frac{3}{32}$	1 $\frac{1}{2}$	FF	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M 84	8BA, 28CA, De Luxe	1936-37	8	3 $\frac{1}{4}$	3 $\frac{9}{32}$	2 $\frac{3}{32}$	1 $\frac{1}{2}$	FF	.937	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M 80	ALL, 6-28, 6-27	1926-28	6	3 $\frac{1}{4}$	4 $\frac{1}{32}$	2 $\frac{1}{16}$	1 $\frac{3}{4}$	FF	1.062	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.10
M 81	6, Big 6, 6-29, 6-30, 401, 6-31, 402, 6-32	1929	6	3 $\frac{5}{16}$	3 $\frac{11}{32}$	2 $\frac{1}{8}$	1 $\frac{5}{8}$	Plug	1.062	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.10
M 83	6AA, 6AB, Master, De Luxe, 701AA, 701AB	1935-36	6	3 $\frac{3}{8}$	3 $\frac{25}{32}$	2 $\frac{3}{32}$	1 $\frac{5}{8}$	FF	.937	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M 79	De Luxe 6, 37-26	1937	6	3 $\frac{7}{16}$	3 $\frac{37}{64}$	2 $\frac{5}{8}$	1 $\frac{5}{8}$	FF	.937	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.75
942	302	1932	8	3 $\frac{7}{16}$	3 $\frac{3}{4}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$	FF	1.062	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.25
RAINIER TRUCK Continental Motors												
RAUCH and LANG TAXICAB Buda Motors												
REHBERGER Buda and Waukesha Motors												
RELAY Buda, Continental and Hercules Motors												
RENAULT (Foreign)												
M 87	Dome Head, 58mm		4	2.2835	2 $\frac{1}{8}$	1 $\frac{1}{2}$	1 $\frac{3}{16}$	FF	.635	4- $\frac{3}{32}$		6.50
M 86	CY		4-6	2.953	3 $\frac{5}{8}$	2	1 $\frac{3}{16}$	O	.709	3- $\frac{1}{8}$		3.50
M 85			8	3 $\frac{1}{2}$	4 $\frac{1}{8}$	2 $\frac{5}{16}$	1 $\frac{5}{8}$	FF	.937	3- $\frac{1}{8}$		9.20
REO												
M102	T6-E, G, U6, V6, A, B, C, D	1920-26	6	3 $\frac{3}{16}$	4 $\frac{1}{16}$	2 $\frac{5}{16}$	1 $\frac{9}{16}$	FF	.984	3- $\frac{3}{16}$		3.25

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
REO Continued											
M103	FA, FB, FC, FD, FE, FF, GA, GB, GC, GD, T6	1920-28	6	3 $\frac{3}{16}$	4 $\frac{1}{8}$	2 $\frac{7}{16}$	1 $\frac{9}{16}$	FF	.984	3— $\frac{3}{16}$	3.20
M100	Flying Cloud, A	1927-28	6	3 $\frac{1}{4}$	4	2 $\frac{15}{64}$	1 $\frac{5}{32}$	O	.984	3— $\frac{3}{16}$	3.40
M105	20-25N, Flying Cloud C, 6-21, Master, 20-25	1929-32	6	3 $\frac{3}{8}$	4	2 $\frac{15}{64}$	1 $\frac{5}{32}$	O	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.90
M101	Flying Cloud D, Royal 8, 831, 835, 852, 3-5, 4-5, 2N after 2101, 621, 625	1931-34	6-8	3 $\frac{3}{8}$	4	2 $\frac{15}{64}$	1 $\frac{3}{8}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.70
Models not listed see Continental Motors											
REO TRUCK											
M104	1B, 1D, BN, 1B4, 1D4, S4, $\frac{1}{2}$ -2 $\frac{1}{2}$ T, 1BY, 1BY4, 1B4R, 1D4R, S4P	1932-36	6	3 $\frac{1}{8}$	4	2 $\frac{15}{64}$	1 $\frac{3}{8}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.20
257	1A4, 1C4, 450, 475, $\frac{1}{2}$ - $\frac{3}{4}$ -1 $\frac{1}{2}$ Ton	1935-37	4-6	3 $\frac{3}{16}$	3 $\frac{9}{16}$	2	1 $\frac{5}{16}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.90
HD257	Silver Crown	1935-37	6	3 $\frac{3}{16}$	3 $\frac{9}{16}$	2	1 $\frac{5}{16}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.30
70	1B, 1D	1931-32	6	3 $\frac{3}{8}$	3 $\frac{3}{4}$	2	1 $\frac{3}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.75
M101	4H, 4J, 4K, 4M, 4-6 Ton, XB, 2D, 2H, 2J, 2K, 2L, 2B4, 2D4, 2-4 Ton	1933-36	6	3 $\frac{3}{8}$	4	2 $\frac{15}{64}$	1 $\frac{3}{8}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.70
M105	DF, DFX, FAX, FC, FCX, FD, FDX, FE, FEX, FF, FFX, FH, CA, GF, GA, GB, GC, FHX, FB, GBS, FA, E, C, D, B, GCS, GD	1929-33	6	3 $\frac{3}{8}$	4	2 $\frac{15}{64}$	1 $\frac{5}{32}$	O	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.90
HDM105	Gold Crown	1929-33	6	3 $\frac{3}{8}$	4	2 $\frac{15}{64}$	1 $\frac{5}{32}$	O	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.30
M107	3H5, 3HR5, 3J5, 3JR5, 3K5, 3H, 3HR, 3J, S5, 3JR, 3K, 3KR, 3M, 3MR, 3KR5, 3L, 3LC, 3L6, 2LH4, 2LMH	1932-36	6	3 $\frac{5}{8}$	4 $\frac{1}{2}$	2 $\frac{15}{64}$	1 $\frac{3}{8}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.50
HDM107	3H, 3J, 3H5, 3HR5, 3J5, 3JR5, 3K5, 3HR, S5, 3JR, 3KR, 3M, 3MR, 3KR5, 3L, 3LC, 3L6, 2LH4, 2LMH, 3K	1932-36	6	3 $\frac{5}{8}$	4 $\frac{1}{2}$	2 $\frac{15}{64}$	1 $\frac{3}{8}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.95
M108	Speed Wagon, F, J, $\frac{3}{4}$ -1 $\frac{1}{4}$ -2 Ton	1918-27	4	4 $\frac{1}{8}$	4 $\frac{13}{16}$	2 $\frac{7}{16}$	1 $\frac{1}{8}$	O	1.225	3— $\frac{3}{16}$	9.35
Models not listed see Buda, Continental and Reo Motors											
REPUBLIC TRUCK American La France, Bu la, Continental, Lycoming and Waukesha Motors											
REVERE Continental Motors											
REX Climax and Le Roi Beaver Motors											
REYNOLDS TRUCK Hinkley Motors											
RICKENBACKER											
M 21	8A, 8-80	1925-27	8	3	3 $\frac{7}{8}$	1 $\frac{21}{32}$	1 $\frac{1}{8}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.00
M122	A, B	1922-23	6	3 $\frac{1}{8}$	4 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{1}{16}$	O	.750	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.80
M123	C	1924	6	3 $\frac{1}{8}$	4 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{1}{2}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.80
M124	C	1925-26	6-8	3 $\frac{1}{8}$	4 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{1}{16}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.00
M120	B8, E6, 6-70, 80, 90	1925-27	6-8	3 $\frac{1}{4}$	4 $\frac{1}{8}$	1 $\frac{13}{16}$	1 $\frac{3}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.90
ROAMER Continental, Lycoming and Rutenber Motors											
ROCK ISLAND Buda and Waukesha Motors											
ROCKNE											
M126	6-65, 6-10	1932-33	6	3 $\frac{1}{8}$	3 $\frac{3}{4}$	2 $\frac{3}{64}$	1 $\frac{1}{16}$	O	.812	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.10
M170	6-75	1932	6	3 $\frac{1}{4}$	3 $\frac{7}{8}$	2 $\frac{11}{32}$	1 $\frac{3}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.50
ROLLIN											
M125	G	1925	4	3 $\frac{1}{4}$	4 $\frac{1}{4}$	2 $\frac{9}{16}$	1 $\frac{5}{32}$	O	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.75

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
ROLLS ROYCE												
CM134	20-25		6	3	3 $\frac{5}{8}$	2 $\frac{1}{8}$	1 $\frac{25}{32}$	FF	.750	3— $\frac{1}{8}$	1— $\frac{3}{16}$	10.00
CM129	Flat Head		6	4 $\frac{1}{4}$	4 $\frac{1}{8}$	2 $\frac{1}{4}$	1 $\frac{13}{16}$	FF	1.000	4— $\frac{3}{8}$	1— $\frac{3}{16}$	12.65
CM131	Dome Head		6	4 $\frac{1}{4}$	5	2 $\frac{9}{16}$	1 $\frac{13}{16}$	FF	1.000	5— $\frac{3}{32}$		12.65
CM130	Flat Head		6	4 $\frac{1}{4}$	4 $\frac{3}{8}$	2 $\frac{5}{8}$	1 $\frac{13}{16}$	FF	1.000	3— $\frac{3}{32}$	1— $\frac{3}{16}$	12.10
CM132	Flat Head		6	4 $\frac{1}{2}$	4 $\frac{5}{8}$	2 $\frac{3}{4}$	2 $\frac{1}{4}$	FF	1.000	4— $\frac{3}{32}$		13.75
CM133	Dome Head		6	4 $\frac{1}{2}$	5 $\frac{1}{2}$	3	2 $\frac{1}{4}$	FF	1.000	6— $\frac{3}{32}$		14.85
ROOSEVELT Marmon Motors												
ROWE TRUCK Wisconsin Motors												
ROYAL BUS Wisconsin Motors												
RUGBY TRUCK Continental Motors												
RUGGLES Continental, Hercules, Herschell-Spillman, Lycoming and Wisconsin Motors												
RUMLEY TRUCK Buda Motors												
RUTENBER MOTOR												
M114	22	1917-23	6	3	3	1 $\frac{1}{2}$	1 $\frac{11}{16}$	FF	.750	3— $\frac{3}{16}$		3.75
681	25	1916-23	6	3 $\frac{1}{8}$	3 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{21}{32}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
RUXTON Continental Motors												
SAFE-T-CAB Lycoming Motors												
SAFEGWAY BUS Continental Motors												
SAFEGWAY TRUCK Continental Motors												
SAMSON Chevrolet Motors												
SANDOW Buda, Continental and Hercules Motors												
SANFORD Buda and Continental Motors												
SAXON Continental Motors												
SAYERS Continental Motors												
SAVERS and SCOVILL Continental Motors												
SCHACHT Buda, Continental, Hercules, Waukesha and Wisconsin Motors												
SCHRAMM												
M821				3 $\frac{1}{4}$	3 $\frac{3}{4}$	1 $\frac{3}{4}$	1 $\frac{1}{16}$	FF	.750	3— $\frac{1}{8}$		6.00
M153	2ZE		2	4 $\frac{5}{8}$	5 $\frac{1}{8}$	2 $\frac{7}{8}$	1 $\frac{1}{2}$	O	1.375	4— $\frac{3}{16}$		11.55
M154	HF208	1936	6	4 $\frac{7}{8}$	6	3 $\frac{1}{4}$	2	O	1.752	3— $\frac{5}{32}$	1— $\frac{11}{16}$	14.85
M155	WS208		5	4 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{9}{16}$		O	.850	3— $\frac{1}{8}$	1— $\frac{3}{16}$	15.95
M157	W208		5	4 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{9}{16}$		O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	15.95
M158	HG208	1936	6	5 $\frac{5}{8}$	6	3 $\frac{1}{4}$	2	O	1.752	3— $\frac{5}{32}$	1— $\frac{3}{16}$	22.50
M159	Z208		2-4	5 $\frac{3}{4}$	5 $\frac{1}{8}$	2 $\frac{7}{8}$	1 $\frac{7}{8}$	O	1.375	3— $\frac{1}{4}$		22.50
M163	ZD		4	6 $\frac{5}{8}$	6 $\frac{1}{2}$	3 $\frac{3}{4}$	1 $\frac{1}{4}$	O	1.375	4— $\frac{1}{4}$		27.00
M139	ZA		4	7 $\frac{1}{8}$	6 $\frac{1}{2}$	3 $\frac{3}{4}$	1 $\frac{1}{4}$	O	1.375	4— $\frac{1}{4}$		32.00
M143	ZC		4	7 $\frac{1}{8}$	6 $\frac{1}{2}$	3 $\frac{3}{4}$	1 $\frac{1}{4}$	O	1.500	3— $\frac{1}{4}$		31.50
M147	B8B	1923		7 $\frac{1}{4}$	8 $\frac{7}{8}$	3 $\frac{1}{8}$	3	FF	1.625	3— $\frac{1}{4}$		34.20
M148	ZF			7 $\frac{1}{4}$	6 $\frac{3}{4}$	3 $\frac{3}{4}$	1 $\frac{3}{8}$	O	1.500	4— $\frac{1}{4}$		32.90
M165	2ZF			7 $\frac{1}{2}$	6 $\frac{3}{4}$	3 $\frac{3}{4}$	1 $\frac{1}{4}$	O	1.500	4— $\frac{1}{4}$		32.80
Models not listed see Lycoming Motors												
SEAGRAVE												
M135			4	5 $\frac{3}{4}$	7 $\frac{1}{2}$	3 $\frac{11}{16}$	2 $\frac{11}{16}$	FF	1.375	4— $\frac{3}{16}$		19.30
Models not listed see Continental and Hercules Motors												
SELDEN Buda, Continental and Hercules Motors												
SERVICE (Now Garford) Buda and Continental Motors												
SHAW Briggs and Stratton Motors												
SHAW TAXICAB Continental Motors												
SIGNAL Continental Motors												
STANDARD Continental Motors												
STANDARD (British)												
M149	9 H. P.		4	2 $\frac{1}{2}$	3	1 $\frac{1}{2}$	1 $\frac{5}{16}$	FF	.625	3— $\frac{3}{32}$	1— $\frac{5}{32}$	9.00
STAR Continental Motors												
STAR FLEET TRUCK Continental Motors												
STEARNS												
M138	AR, AU		4	4 $\frac{3}{4}$	6	3 $\frac{3}{8}$	2 $\frac{1}{2}$	FF	1.625	4— $\frac{3}{16}$		13.75
M182	DU, MDU, MDUV		4-6	5 $\frac{1}{8}$	6	3 $\frac{3}{8}$	2 $\frac{1}{2}$	FF	1.625	4— $\frac{3}{16}$		16.50
M183	ME, MEU, EU, UV6		4-6	5 $\frac{1}{2}$	6	3 $\frac{3}{8}$	2 $\frac{5}{16}$	FF	1.625	4— $\frac{3}{16}$		17.00
STEARNS KNIGHT												
M151	L6	1923-24	6	3 $\frac{3}{8}$	4 $\frac{7}{32}$	2 $\frac{1}{2}$	1 $\frac{1}{4}$	O	.968	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.95
M152		1926-28	6	3 $\frac{1}{2}$	4 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{3}{16}$	O	.968	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.40
M150	L4	1916-23	4	3 $\frac{3}{4}$	4 $\frac{15}{32}$	2 $\frac{13}{32}$	1 $\frac{3}{8}$	O	.968	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.95

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
STEINKOENIG TRUCK .....Hercules, Lycoming and Waukesha Motors												
STEPHENS												
M160	70 to 98, Salient Six	1918-22	6	3 $\frac{1}{4}$	3 $\frac{5}{8}$	1 $\frac{7}{8}$	1 $\frac{3}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.80
M161	10-27, 124-274, 20	1921-24	6	3 $\frac{1}{4}$	3 $\frac{5}{8}$	2 $\frac{1}{8}$	1 $\frac{3}{16}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
Models not listed see Continental Motors												
STERLING TRUCK .....Continental and Waukesha Motors												
STEWART .....Buda, Continental, Herschel-Spillman, Le Roi Beaver, Lycoming and Waukesha Motors												
STOUGHTON .....Continental, Hercules, Midwest and Waukesha Motors												
STUDEBAKER												
M175	Dictator, FC, 61, 62, 63, Commander, FD, 70, 71, 73, President, Series C, 1C, 82, 2C, 3C, B, 1B	1929-37	8	3 $\frac{1}{16}$	3 $\frac{3}{4}$	2 $\frac{7}{32}$	1 $\frac{3}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
M176	Light 6, EJ	1920-23	6	3 $\frac{1}{8}$	3 $\frac{3}{8}$	1 $\frac{1}{16}$	1 $\frac{1}{16}$	O	.687	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
M177	Light 6, EM	1924	6	3 $\frac{1}{8}$	3 $\frac{3}{8}$	1 $\frac{1}{16}$	1 $\frac{1}{16}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
M173	Dictator 6, Series A, 1A, 2A, Dictator 3A-4A, 5A, 6A, Dictator, Dictator PL6	1934-37	6	3 $\frac{1}{4}$	3 $\frac{3}{4}$	2 $\frac{3}{64}$	1 $\frac{1}{16}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M170	53, 54, 55, 56, 59, 64, 75	1930-33	6	3 $\frac{1}{4}$	3 $\frac{7}{8}$	2 $\frac{11}{32}$	1 $\frac{3}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M171	Standard 6, EU, ER, Dictator 6 to 1410001	1925-28	6	3 $\frac{3}{8}$	3 $\frac{7}{8}$	1 $\frac{5}{16}$	1 $\frac{5}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
M172	Commander 6, Dictator 6, GJ, GL	1928-30	6	3 $\frac{3}{8}$	3 $\frac{7}{8}$	2 $\frac{11}{32}$	1 $\frac{1}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M180	President 8, FA	1927-28	8	3 $\frac{3}{8}$	4 $\frac{1}{4}$	2 $\frac{3}{32}$	1 $\frac{3}{16}$	O	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
M178	EB, SD	1913-15	4-6	3 $\frac{1}{2}$	4	1 $\frac{25}{32}$	1 $\frac{1}{8}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.50
M 54	FE, FH, 80, 90, 91, President 8, FA, FB, Speedway 92, DA	1929-33	8	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{13}{32}$	1 $\frac{3}{16}$	O	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M174	SH, EH, EL, EQ, Special 6	1919-27	4-6	3 $\frac{1}{2}$	4 $\frac{5}{8}$	2 $\frac{31}{64}$	1 $\frac{7}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M179	Commander, Dus, Big 6, ES, EW, EK, EP, GB, President, GH	1920-28	6	3 $\frac{7}{8}$	4 $\frac{5}{8}$	2 $\frac{9}{16}$	1 $\frac{1}{8}$	O	1.000	3— $\frac{3}{16}$		4.30
STUDEBAKER TRUCK and BUS												
M175	FJH, FJH1, FJH2, S100, S101, S102, S116, Ambulance, Funeral Car	1929-33	8	3 $\frac{1}{16}$	3 $\frac{3}{4}$	2 $\frac{7}{32}$	1 $\frac{3}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.25
M170	DW, DRW, SRW, S2, S4, S6, S8, S10SW, S20, S21, S30, S31, S40, S41, S50, S51, S60, S111, S120, S130, S140, S150, T2, T4, T6, T8, 1T200, 1T600	1934-35	6	3 $\frac{1}{4}$	3 $\frac{7}{8}$	2 $\frac{11}{32}$	1 $\frac{3}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M172	20, 20GN, 30GN, 40GN, GNN, GNP, GNS, GNS1, GKN, CKH, 32B, 32S, Ambulance, Funeral Car	1929-30	6	3 $\frac{3}{8}$	3 $\frac{7}{8}$	2 $\frac{11}{32}$	1 $\frac{1}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M181	GE-R	1928-29	6	3 $\frac{3}{8}$	3 $\frac{7}{8}$	2 $\frac{13}{32}$	1 $\frac{5}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
M 54	77, 77JR, 88, 88DW, 88SPC, 99, 99HD, 111, DRW, SRW, SW, DA	1929-33	8	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{13}{32}$	1 $\frac{3}{16}$	O	.937	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
M179	A, D, 75	1925-29	6	3 $\frac{7}{8}$	4 $\frac{5}{8}$	2 $\frac{9}{16}$	1 $\frac{1}{8}$	O	1.000	3— $\frac{3}{16}$		4.30
Models not listed see Hercules and Waukesha Motors												

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JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
STUTZ												
M194	Vertical 8, 8-92	1926	8	3 $\frac{3}{16}$	4 $\frac{3}{16}$	2 $\frac{7}{16}$	1 $\frac{13}{32}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.90
M190	AA	1927-28	8	3 $\frac{1}{4}$	4 $\frac{3}{16}$	2 $\frac{7}{16}$	1 $\frac{13}{32}$	FF	.875	2- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
M191	690, 692	1923-24	6	3 $\frac{3}{8}$	4 $\frac{3}{16}$	2 $\frac{3}{32}$	1 $\frac{3}{4}$	FF	.875	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.90
M193	LA, MA, MB	1929-31	6-8	3 $\frac{3}{8}$	4 $\frac{1}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.90
M192	691, 695	1924-26	6	3 $\frac{1}{2}$	4 $\frac{1}{8}$	2	1 $\frac{11}{16}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.80
M189			6	5 $\frac{1}{8}$	6 $\frac{3}{8}$	2 $\frac{7}{8}$	1 $\frac{1}{2}$	O	1.187	4- $\frac{3}{16}$		14.00
M1900	CS, 336, 190 H. P.		6	5 $\frac{3}{4}$	7	3 $\frac{1}{2}$	1 $\frac{1}{2}$	O	1.500	4- $\frac{1}{4}$		18.00
Models not listed see Black Hawk, Continental, Weidley and Wisconsin Motors												
STUTZ TRUCK Austin Motors												
SUPER TRUCK Buda, Waukesha and Wisconsin Motors												
SWALLOW												
M850	British Standard		6	2 $\frac{7}{8}$	3 $\frac{3}{16}$	1 $\frac{5}{16}$	1 $\frac{1}{8}$	O	.750	2- $\frac{1}{8}$	1- $\frac{3}{16}$	6.50
TERRAPLANE Essex Motors												
THORNE Buda Motors												
TRAFFIC TRUCK Continental Motors												
TRANSPORT Buda and Continental Motors												
TRAVELAR TAXICAB Buda Motors												
TRAYLOR Buda Motors												
TRIANGLE TRUCK Herschell-Spillman and Waukesha Motors												
TRUNDAAR Waukesha Motors												
TURNER-MOORE												
M164				3 $\frac{3}{4}$	4	2	1 $\frac{1}{4}$	O	.990	3- $\frac{3}{16}$		7.25
TWIN CITY TRUCK Buda, Minneapolis-Moline Motors												
TWIN COACH Hercules and Waukesha Motors												
ULTIMATE BUS Buda Motors												
UNION Wisconsin Motors												
UNITED Buda, Continental, Hercules, Herschell-Spillman, Waukesha and Wisconsin Motors												
UNITED STATES Buda, Continental, Hinkley and Waukesha Motors												
UPPERCUE BUS Continental and Waukesha Motors												
VALLEY Hercules Motors												
VELIE												
M195	Special 6 60, 52	1925-28	6	3 $\frac{3}{16}$	3 $\frac{7}{8}$	2 $\frac{1}{8}$	1 $\frac{5}{8}$	O	.875	3- $\frac{1}{8}$		3.90
Models not listed see Continental, Falls, Hercules and Lycoming Motors												
VERSARE Waukesha Motors												
VICTOR Continental and Hercules Motors												
VIKING Oldsmobile Motors												
VIM Hercules Motors												
WACHUSETT Continental Motors												
WALKER MOTOR												
M198	Early	1920	6	3 $\frac{1}{16}$	4	2 $\frac{3}{8}$	1 $\frac{5}{8}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.75
M199	Late	1920-22	6	3 $\frac{1}{8}$	4	2 $\frac{7}{16}$	1 $\frac{23}{32}$	FF	.875	3- $\frac{1}{16}$	1- $\frac{3}{16}$	3.75
WALTER Waukesha Motors												
WARD LA-FRANCE Continental, Lycoming and Waukesha Motors												
WASHINGTON Continental Motors												
WAUKESHA MOTOR												
462	BD	1933	4	3	3 $\frac{1}{2}$	1 $\frac{3}{4}$	1 $\frac{5}{16}$	FF	.875	2- $\frac{1}{8}$	1- $\frac{3}{16}$	4.00
M236	TU4		4	3	3 $\frac{7}{8}$	2 $\frac{3}{32}$	2 $\frac{1}{8}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.60
M248	FK, 18F, FKJ		4	3 $\frac{1}{4}$	3 $\frac{1}{2}$	1 $\frac{3}{4}$	1 $\frac{5}{16}$	FF	.875	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.90
M210	Z, ZA	1924-28	4	3 $\frac{1}{4}$	3 $\frac{11}{16}$	2 $\frac{5}{16}$	1 $\frac{3}{16}$	O	.740	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.70
M212	6ZK	1934	6	3 $\frac{3}{8}$	3 $\frac{29}{32}$	2 $\frac{5}{32}$	1 $\frac{3}{8}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.70
M211	6TL	1930-34	6	3 $\frac{7}{8}$	3 $\frac{29}{32}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M249	6BA		6	3 $\frac{3}{8}$	4 $\frac{11}{16}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.75
M213	X, XA	1924-36	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{5}{16}$	1 $\frac{3}{16}$	O	.740	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
M214	6XL	1928-29	6	3 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.70
M250	6BL		6	3 $\frac{1}{2}$	4 $\frac{3}{8}$	2 $\frac{11}{32}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.50
HDM250	6BL		6	3 $\frac{1}{2}$	4 $\frac{3}{8}$	2 $\frac{11}{32}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.95
M215	XAH	1930-34	4	3 $\frac{5}{8}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{7}{16}$	FF	1.109	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
HDM215	XAH	1930-34	4	3 $\frac{5}{8}$	3 $\frac{15}{16}$	2 $\frac{5}{16}$	1 $\frac{7}{16}$	FF	1.109	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.85
M246	6BM	1935-37	6	3 $\frac{5}{8}$	4 $\frac{3}{8}$	2 $\frac{11}{32}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.00

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JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
WAUKESHA MOTOR Continued												
M216	BUX	1919-22	4	3 $\frac{3}{4}$	3 $\frac{7}{8}$	2 $\frac{1}{8}$	2 $\frac{1}{8}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.90
M220	XAK	1928-34	4	3 $\frac{3}{4}$	3 $\frac{3}{4}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
M217	6XK Early	1927-31	6	3 $\frac{3}{4}$	3 $\frac{1}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{16}$	O	.740	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.95
M218	6XK Late	1927-31	6	3 $\frac{3}{4}$	3 $\frac{1}{16}$	2 $\frac{3}{16}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
HDM901	6BK		6	3 $\frac{3}{4}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{8}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.00
M219	6MS	1930-31	6	3 $\frac{3}{4}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.40
HDM219	6MS	1930-31	6	3 $\frac{3}{4}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.85
HDM900	6MS	1932-36	6	3 $\frac{3}{4}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.00
M223	6ML Early	1930-31	6	4	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.50
M244	6ML Late	1932-36	6	4	4 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	Plug	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.30
M221	V, 6K, 6KS, 6KL, MV, KL, KS, NY	1924-34	4-6	4	4 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.05
M224	QL, 6QL	1928-29	6	4	5	2 $\frac{1}{2}$	1 $\frac{1}{2}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.50
M225	Y4		4	4	4 $\frac{5}{8}$	2 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.50
M222	FU	1921-28	4	4	5 $\frac{1}{8}$	3 $\frac{3}{8}$	1 $\frac{3}{8}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.30
M242	6MK, Early	1930-31	6	4 $\frac{1}{8}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.50
M241	6MK, Late	1931-36	6	4 $\frac{1}{8}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.50
M209	6SRS	1930-34	6	4 $\frac{1}{8}$	4 $\frac{5}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.95
934	VIS	1930-34	4	4 $\frac{1}{8}$	4 $\frac{7}{8}$	2 $\frac{1}{2}$	1 $\frac{3}{16}$	FF	1.312	3- $\frac{1}{8}$	1- $\frac{3}{16}$	9.60
M230	6MZ	1930-36	6	4 $\frac{1}{4}$	4 $\frac{3}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.15
M229	6KU, VK, KU	1927-34	4-6	4 $\frac{1}{4}$	4 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.60
M243	6KU, VK, KU, Long Skirt	1927-34	4-6	4 $\frac{1}{4}$	5 $\frac{5}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.15
M227	6HB, 6HL	1929	6	4 $\frac{1}{4}$	5	2 $\frac{1}{2}$	1 $\frac{1}{2}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.15
M228	HB		4	4 $\frac{1}{4}$	5 $\frac{1}{8}$	3 $\frac{3}{8}$	1 $\frac{3}{8}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.50
M226	R, RU, RU4, RU4R	1918-28	4	4 $\frac{1}{4}$	5 $\frac{1}{4}$	3 $\frac{1}{8}$	1 $\frac{3}{4}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.40
26	UM		4	4 $\frac{3}{8}$	5	2 $\frac{5}{8}$	2 $\frac{1}{16}$	FF	1.312	3- $\frac{1}{8}$	1- $\frac{1}{4}$	11.80
M238	6SRL	1928-36	6	4 $\frac{3}{8}$	4 $\frac{5}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.60
M239	VIL	1930-34	4	4 $\frac{3}{8}$	4 $\frac{7}{8}$	2 $\frac{1}{2}$	2 $\frac{1}{32}$	FF	1.312	3- $\frac{1}{8}$	1- $\frac{3}{16}$	8.25
M245	6SRL	1930-36	6	4 $\frac{3}{8}$	5 $\frac{1}{8}$	2 $\frac{1}{2}$	2 $\frac{1}{16}$	FF	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	8.25
M240		1919-30	4	4 $\frac{3}{8}$	5 $\frac{1}{8}$	3 $\frac{1}{8}$	1 $\frac{1}{2}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.70
M237	CU	1919-30	4	4 $\frac{3}{8}$	5 $\frac{9}{16}$	3 $\frac{3}{8}$	1 $\frac{1}{2}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.70
M208	VIK	1932-34	4	4 $\frac{1}{2}$	4 $\frac{7}{8}$	2 $\frac{3}{8}$	2 $\frac{3}{16}$	FF	1.312	3- $\frac{1}{8}$	1- $\frac{3}{16}$	9.90
M232	6A, 6AB, 6AL, A, AB, AL	1926-34	6	4 $\frac{1}{2}$	5	2 $\frac{1}{2}$	1 $\frac{1}{2}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	8.05
M207	DHS, 6DHS	1932-34	6	4 $\frac{1}{2}$	5 $\frac{2}{32}$	3 $\frac{9}{32}$	2	FF	1.500	3- $\frac{5}{16}$	1- $\frac{3}{16}$	9.35
M233	DU	1919-32	4	4 $\frac{1}{2}$	5 $\frac{1}{8}$	3 $\frac{1}{16}$	1 $\frac{1}{2}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	8.70
M231	DR	1920-32	4	4 $\frac{1}{2}$	5 $\frac{7}{8}$	3 $\frac{3}{8}$	1 $\frac{1}{2}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.60
M206	6SRK	1919-36	6	4 $\frac{5}{8}$	5 $\frac{1}{4}$	2 $\frac{7}{8}$	2 $\frac{1}{16}$	FF	1.375	3- $\frac{5}{16}$	1- $\frac{3}{16}$	10.80
M205	PU7	1918-21	4	4 $\frac{3}{4}$	5 $\frac{3}{4}$	3 $\frac{3}{8}$	2	O	1.500	3- $\frac{1}{4}$		16.50
M204	CHS	1930-34	4	4 $\frac{3}{4}$	5 $\frac{1}{2}$	3 $\frac{1}{16}$	2	FF	1.500	3- $\frac{1}{8}$	1- $\frac{3}{16}$	11.55
M203	DK, DKR	1929	4	4 $\frac{3}{4}$	5 $\frac{1}{2}$	3 $\frac{1}{16}$	1 $\frac{1}{2}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	13.75
M202	DHK, 6DHK	1932-34	6	5	5 $\frac{1}{2}$	3	2 $\frac{1}{16}$	FF	1.500	3- $\frac{5}{16}$	1- $\frac{3}{16}$	13.75
M235	6RB	1928-36	6	5	5 $\frac{3}{8}$	3 $\frac{1}{2}$	1 $\frac{9}{16}$	O	1.375	3- $\frac{5}{16}$	1- $\frac{3}{16}$	9.35
M234	EU	1919-32	4	5	6 $\frac{1}{2}$	3 $\frac{3}{8}$	1 $\frac{9}{16}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	9.35
M247	GU	1926-28	4	5 $\frac{3}{8}$	6 $\frac{3}{8}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	16.00
M197	HS		4	5 $\frac{1}{2}$	6 $\frac{9}{16}$	3 $\frac{1}{2}$	1 $\frac{7}{8}$	O	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	16.50
M251	JS	1926-33	4	5 $\frac{1}{2}$	6 $\frac{3}{32}$	4 $\frac{1}{2}$	1 $\frac{7}{8}$	O	1.625	4- $\frac{1}{4}$		17.90
M252	WS	1926-28	4	5 $\frac{3}{4}$	7 $\frac{1}{32}$	4 $\frac{3}{32}$	1 $\frac{7}{8}$	O	1.625	4- $\frac{1}{4}$		26.60
M253	HL	1930-33	4	6	6 $\frac{9}{32}$	3 $\frac{1}{2}$	1 $\frac{5}{8}$	O	1.375	4- $\frac{1}{4}$		24.00
M254	JL	1926-34	4	6	6 $\frac{3}{32}$	4 $\frac{1}{2}$	1 $\frac{7}{8}$	O	1.625	4- $\frac{1}{4}$		24.00
M255	WL	1926-34	4	6 $\frac{1}{4}$	7 $\frac{1}{32}$	4 $\frac{1}{2}$	1 $\frac{7}{8}$	O	1.625	4- $\frac{1}{4}$		25.00
M256	JK	1926-34	4	6 $\frac{1}{2}$	6 $\frac{3}{32}$	4 $\frac{1}{2}$	2 $\frac{1}{4}$	O	1.625	4- $\frac{1}{4}$		22.00
M257	WK	1926-34	4	6 $\frac{3}{4}$	7 $\frac{1}{32}$	4 $\frac{3}{8}$	1 $\frac{7}{8}$	O	1.625	4- $\frac{1}{4}$		26.40
M258	6LS, 6JS		6	7	8 $\frac{1}{8}$	4 $\frac{1}{2}$	2 $\frac{3}{8}$	O	2.250	4- $\frac{1}{4}$		29.80
M259	6LK, 60K		6	7 $\frac{3}{4}$	8 $\frac{1}{8}$	4 $\frac{3}{8}$	2 $\frac{3}{8}$	O	2.250	4- $\frac{1}{4}$		41.00
WEIDLEY MOTOR												
M270	R	1923-24	6	3 $\frac{1}{4}$	3 $\frac{3}{4}$	2	1 $\frac{1}{16}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.95
M271	RS	1923-24	6	3 $\frac{3}{8}$	3 $\frac{3}{4}$	2	2	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.25
M272	MB	1922-24	4	3 $\frac{5}{8}$	4 $\frac{9}{16}$	2 $\frac{1}{16}$	1 $\frac{3}{4}$	FF	1.000	3- $\frac{3}{16}$		4.75
M273	M, MAU	1920-24	4	3 $\frac{3}{4}$	4 $\frac{9}{16}$	2 $\frac{1}{16}$	1 $\frac{1}{16}$	FF	1.000	3- $\frac{3}{16}$		4.90
M274	M	1920-27	4	4	4 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{7}{8}$	FF	1.000	3- $\frac{3}{16}$		7.05
WESTERN Continental and Hercules Motors												
WESTERN ELECTRIC												
M264				3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{1}{32}$	1 $\frac{5}{8}$	FF	.875	3- $\frac{1}{4}$		5.00
WHIPPET Continental and Overland Motors												
WHITCOMB BUS Wisconsin Motors												

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
WHITE											
M287	701, 701A, 702, 702A, 707, 8A	1933-35	6	3 $\frac{5}{16}$	3 $\frac{7}{8}$	2 $\frac{11}{32}$	1 $\frac{3}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.20
M280	2A, 60, 61, 60K, 601, 602	1928-35	6	3 $\frac{1}{2}$	4 $\frac{7}{16}$	2 $\frac{17}{32}$	1 $\frac{9}{16}$	FF	1.124	2— $\frac{1}{8}$	1— $\frac{3}{16}$ 3.70
HDM277	11A 703, 704, 704A, 709, 709A, 704K, 705, 805, 805A, 809, 809A, 904	1935-37	6	3 $\frac{9}{16}$	4 $\frac{23}{32}$	2 $\frac{31}{32}$	1 $\frac{9}{16}$	FF	1.125	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 5.50
HDM278	684, 730, 731, 10A, 10AB	1935-36	12	3 $\frac{5}{8}$	4 $\frac{25}{32}$	3 $\frac{1}{8}$	1 $\frac{11}{32}$	FF	1.125	4— $\frac{1}{8}$	1— $\frac{3}{16}$ 6.00
M283	4A, 61, 611, 612, 613, Bus, 4AB, 612K, 618, 618K, 678	1930-35	6	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{5}{8}$	1 $\frac{9}{16}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 4.90
HDM283	4A, 61, 611, 612, 613, Bus, 4AB, 612K, 618, 618K, 678	1930-35	6	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{5}{8}$	1 $\frac{9}{16}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$ 5.40
M282	15, 15A, 15B, 20, 20A, ATBC, GBBE, GK, TAD, TBC, GKA, GBCT, ATAD, 20D, GKD	1919-31	4	3 $\frac{3}{4}$	4 $\frac{15}{16}$	3 $\frac{1}{16}$	1 $\frac{7}{16}$	O	1.047	4— $\frac{3}{16}$	5.50
M275	40, 40D, GO, TJ, 3-3 $\frac{1}{2}$ ton, 15-40, 20-40	1919-25	4	3 $\frac{3}{4}$	5 $\frac{11}{32}$	2 $\frac{27}{32}$	2	FF	1.187	3— $\frac{1}{4}$	7.20
HDM298			12	3 $\frac{3}{4}$	4 $\frac{23}{32}$	3 $\frac{1}{8}$	1 $\frac{9}{16}$	FF	1.125	4— $\frac{1}{8}$	1— $\frac{3}{16}$ 7.20
M276	9A, 13A, 706M, 707, 710, 712, 712A, 713, 718, 810, 812, 812A	1934-37	6	3 $\frac{25}{32}$	4 $\frac{23}{32}$	2 $\frac{31}{32}$	1 $\frac{9}{16}$	FF	1.125	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 5.50
M284	57, 161, 152, 211, 212, GRC, GRCB, 56, 160, 210, 3A, 3AD, 59, 59A, 63, 63SW, 65, 62K, 63K, 64K, 65K, 65A	1927-34	4	4	5 $\frac{5}{16}$	2 $\frac{23}{32}$	1 $\frac{7}{8}$	FF	1.187	4— $\frac{3}{16}$	5.50
M288	7A, 620, 630K, 621, 621K, 630, 630K, 631, 631K, 65, 65A, 631X, 632X, 630SW251, 630SW 3 2 0 W, 630SDD352	1934-37	6	4 $\frac{3}{16}$	5 $\frac{1}{2}$	2 $\frac{7}{8}$	1 $\frac{7}{8}$	FF	1.187	4— $\frac{5}{32}$	7.15
M285	GN, 45, 5 Ton, TG, ATG	1920-23	4	4 $\frac{1}{4}$	5 $\frac{5}{8}$	2 $\frac{7}{8}$	2 $\frac{1}{4}$	FF	1.375	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 7.15
M286	GR, 45, 45D, 50, 3 $\frac{1}{2}$ Ton, 52, 53, 55, 58, 40A, 45A, 40, 40D, 50A, 51, 15-45, 20-45, 50B, GRB, 51A, 51AT, 52D, 52T, 58SS	1923-35	4	4 $\frac{1}{4}$	5 $\frac{5}{8}$	2 $\frac{29}{32}$	2 $\frac{1}{16}$	FF	1.187	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 6.30
M297	65A, Engine No. 722, 722A, 922	1936-37	6	4 $\frac{5}{16}$	5 $\frac{13}{32}$	2 $\frac{7}{8}$	1 $\frac{7}{8}$	FF	1.1875	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 7.15
M281	54, Bus, 1A, 1AB, 54A, 59, 64, 640, 641, 642, 643, 64SW200, 64SW300, 64SW310, 642SW320, 643SW320, 643SW410, 643SW420	1928-34	6	4 $\frac{3}{8}$	5 $\frac{7}{16}$	3 $\frac{1}{32}$	2 $\frac{1}{16}$	FF	1.250	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 7.15
M289	54, Bus, 1A, 1AB, 54A, 59, 64, 640, 641, 642, 643, 64SW200, 64SW300, 642SW310, 642SW320, 643SW320, 643SW410, 643SW420, High Compression	1928-34	6	4 $\frac{3}{8}$	5 $\frac{7}{16}$	3 $\frac{5}{32}$	2 $\frac{1}{16}$	FF	1.125	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 7.15
M279	54, Bus, 1A, 1AB, 54A, 59, 64, 640, 641, 642, 643, 64SW200, 64SW300, 642SW310, 642SW320, 643SW320, 643SW410, 643SW420, $\frac{5}{8}$ " High Compression	1928-34	6	4 $\frac{3}{8}$	6 $\frac{1}{16}$	3 $\frac{5}{8}$	2	FF	1.250	3— $\frac{5}{32}$	1— $\frac{3}{16}$ 7.95
M265	642SW320, 643SW420, 5A, 640, 640K, 641, 641K, 642, 643, 691, 5AD, 54, 54A, 942, 991	1932-37	6	4 $\frac{5}{8}$	5 $\frac{39}{64}$	3 $\frac{15}{32}$	2 $\frac{1}{16}$	FF	1.250	2— $\frac{5}{32}$	2— $\frac{3}{16}$ 10.15
WICHITA	Waukesha Motors										
WILCOX	Buda, Continental and Waukesha Motors										
WILL	Waukesha Motors										

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
WILLS ST. CLAIRE												
M300	A68	1922-24	8	3 1/4	3 11/16	1 21/32	1 1/2	FF	.687	3—3/16		3.80
M301	A, B, C, D, 68, W6, T6	1925-27	6-8	3 1/4	4 1/16	1 21/32	1 3/32	FF	.750	3—3/16		3.75
WILLYS												
M314	77	1933-36	4	3 1/8	3 3/4	2 3/16	1 5/16	FF	.875	3—1/8	1—3/16	2.90
M315	37	1937	4	3 1/8	3 3/4	2 3/16	1 1/4	FF	.937	3—3/32	1—3/16	2.90
M310	New 6, 97, 98B, 98D, C101, C113, C131, C157, 1/2-1 1/2 Ton, G101	1930-32	6	3 1/4	3 15/16	2 1/4	1 3/8	FF	.797	2—1/8	1—3/16	3.25
M311	6-90, 6-90A	1932-33	6	3 1/4	3 7/8	2 1/4	1 1/16	FF	.937	3—1/8	1—3/16	3.95
M312	99, Passenger Car, C131, C157, 1/2 Ton	1933-34	6	3 5/16	3 15/16	2 1/4	1 5/16	FF	.937	3—1/8	1—3/16	3.40
Models not listed see Continental, Hercules and Overland Motors												
WILLYS-KNIGHT												
M324	Late 56, 70A, 70B, 95, Standard 6, 87, 15, 16, T103, 6-95	1927-32	6	2 15/16	3 11/16	2	1 9/32	FF	.797	3—1/8	1—3/16	3.25
M320	66A, 66	1925-27	6	3 1/4	4 7/8	2	1 3/32	O	.875	4—1/8		3.25
M322	66A, 66D, Great 6, 66B, 66E, 20, 21, 25, 26	1928-33	6	3 3/8	4 1/4	2 7/16	1 1/2	FF	.875	3—1/8	1—3/16	3.50
M323	20, 20A, 64, 65, 67, All 4 Cylinder, 22, 27	1920-26	4	3 5/8	4 3/4	2 3/8	1 9/32	O	.937	3—1/8	1—3/16	3.50
Models not listed see Continental, Lycoming and Overland Motors												
WINDSOR Continental Motors												
WINTHER Waukesha and Wisconsin Motors												
WINTON												
M330	22A, 25, 40	1916-24	6	3 3/4	4 1/4	2 3/16	1 3/16	O	1.000	3—1/8	1—3/16	5.90
WISCONSIN BUS Continental and Wisconsin Motors												
WISCONSIN MOTOR												
M360	AC4		4	2 5/8	3	1 13/32	1 1/8	FF	.750	2—1/8	1—3/16	4.00
M356	Q	1921-24	6	3 1/8	3 7/8	2 3/16	1 7/16	FF	.875	3—1/8	1—3/16	3.50
M340	F	1925-28	6	3 1/4	3 3/4	2	1 1/16	FF	.937	3—1/8	1—3/16	3.70
M341	Y, 6Y	1924-30	6	3 3/8	4	2	1 5/8	FF	1.062	3—1/8	1—3/16	3.95
M361	B			3 1/2	3 9/16	1 13/16	1 1/2	FF	.937	3—1/8		4.00
M342	N		6	3 1/2	4	1 3/32	1 5/32	FF	1.062	3—1/8	1—3/16	4.10
M344	GA2, G2, GT	1930-34	6	3 3/4	3 29/32	1 29/32	1 5/8	FF	1.062	3—3/16		5.00
M343	C		4	3 3/4	4 13/16	2 13/16	1 1/16	FF	1.062	3—3/16		5.10
M345	CAU	1917-24	4	3 3/4	5 1/8	2 13/32	1 1/16	FF	1.187	3—3/16		5.10
M346	HB	1925-28	6	3 3/4	4 11/16	2 15/16	2	FF	1.187	3—3/16		5.10
M367	L2		6	3 7/8	4 7/8	2 3/4	1 5/8	FF	1.250	3—1/8	1—3/16	6.30
M347	SU	1922-34	4	4	4 1/4	2 1/8	1 31/32	FF	1.062	3—3/16		6.60
M348	TAU, TUA	1917-24	4	4	5 3/8	2 1/8	2 1/8	FF	1.187	3—3/16		7.05
M349	H	1925-31	6	4	4 1/2	2 3/4	2	FF	1.187	3—1/8	1—3/16	7.15
M358	C1, W	1928-34	4	4 1/8	4 5/8	2	1 5/16	FF	1.062	3—3/16		6.60
M357	CA		4	4 1/8	5 3/32	2 17/32	1 5/16	FF	1.062	3—3/16		6.60
M351	L3		4	4 1/8	4 3/4	2 5/8	1 5/8	FF	1.250	3—3/16		7.60
M350	UAU	1923-24	4	4 1/4	5 1/8	2 5/16	2 3/16	FF	1.187	3—1/8	1—3/16	7.65
M368	VAU	1917-28	4	4 1/2	4 15/16	2 1/8	2 3/16	FF	1.187	3—1/8	1—3/16	14.30
M354	C2	1928-34	4	4 1/2	5 5/8	2 11/16	2 1/4	FF	1.187	3—1/8	1—3/16	8.80
M353	X, Z, ZT, ZA1	1928-34	4-6	4 1/2	4 3/4	2 1/4	2 1/4	FF	1.187	4—1/8	1—3/16	8.80
M352	RCU		4	4 1/2	5 3/8	3 13/32	2 9/16	FF	1.375	3—1/8	1—3/16	9.25
M369	A, A1, AU, AC, BA	1917-25	4	4 3/4	6 1/4	3	1 7/8	O	1.187	3—1/8	1—3/16	13.75
M355	BU, R	1917-30	4	5	5 3/32	2 3/32	2 9/16	FF	1.375	3—1/8	1—3/16	11.55
M370	B2	1928-30	4	5 1/4	5 5/8	3 1/2	3	O	1.500	3—1/8	1—3/16	15.00
M339	B3, BS3		4	5 1/2	5 3/4	3 3/4	3	FF	1.500	4—3/16		17.50
M338	D4, DT4		6	5 3/4	6 5/32	3 7/8	3	FF	1.500	5—1/4		24.00
M335	E, ET, K, KS		6	6	6 1/4	3 3/4	3 3/8	FF	1.687	5—1/4		27.00
Models not listed see Western Harvester Motors												
WISCONSIN TRUCK Continental, Herschell-Spillman and Waukesha Motors												
WITT-WILL Continental Motors												
W. M. C. Continental, Hall-Scott and Waukesha Motors												

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
	WOLVERINE											
	WOODS											
	WORLD											
	YELLOW											
M379	Highland, SV, 0-5	1926-27	4	3 $\frac{7}{16}$	4	1 $\frac{7}{8}$	1 $\frac{3}{4}$	FF	1.093	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.50
	Models not listed see Buick and Continental Motors											
	YELLOW CAB											
M385	257, 0-10	1930-33	6	3 $\frac{7}{16}$	4 $\frac{1}{8}$	2 $\frac{11}{32}$	1 $\frac{1}{16}$	O	.876	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
	Models not listed see Buick, Chevrolet, Continental, Knight and Yellow Motors											
	YELLOW COACH											
130	W, WA, WC, WG	1928-29	8	3 $\frac{5}{16}$	3 $\frac{3}{8}$	1 $\frac{11}{16}$	1 $\frac{9}{16}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
131	W, WF, WG, WH	1930-31	8	3 $\frac{3}{8}$	3 $\frac{3}{8}$	1 $\frac{11}{16}$	1 $\frac{5}{8}$	FF	.875	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.90
M380	HX	1925-29	6	3 $\frac{1}{2}$	4 $\frac{7}{16}$	2 $\frac{5}{16}$	1 $\frac{5}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.40
M381	Z	1925-29	4	4	4 $\frac{5}{16}$	2 $\frac{3}{16}$	1 $\frac{5}{8}$	O	1.249	3— $\frac{1}{8}$	1— $\frac{3}{16}$	6.05
M387		1935-36	6	4 $\frac{1}{8}$	4 $\frac{3}{4}$	2 $\frac{3}{32}$	1 $\frac{5}{8}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	6.50
M382	Y, YZ, Concave Head	1926-30	6	4 $\frac{1}{4}$	5	2 $\frac{9}{16}$	1 $\frac{11}{16}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	7.50
M383	YA to Z, ZC to AAZ and AZ, Flat Head	1924-31	4-6	4 $\frac{1}{4}$	5	2 $\frac{9}{16}$	1 $\frac{11}{16}$	Plug	1.250	4— $\frac{1}{8}$	1— $\frac{3}{16}$	7.50
M384	468, 636, 652	1930-34	6	4 $\frac{1}{4}$	5 $\frac{3}{8}$	2 $\frac{7}{8}$	1 $\frac{11}{16}$	Plug	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.35
M389	Special	1929-31	6	4 $\frac{5}{8}$	4 $\frac{7}{8}$	2 $\frac{3}{16}$	1 $\frac{1}{4}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.80
478	Z225, Y225, 240, 250, 614	1930-32	6	4 $\frac{7}{8}$	5 $\frac{9}{32}$	2 $\frac{25}{32}$	2	FF	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$	10.60
	Models not listed see Buick, Cadillac, Chevrolet, G. M. C. and Yellow Motors											
	YELLOW-KNIGHT											
	YELLOW SLEEVE											
	YUBA											

Pistons 4 inches diameter and larger are HEAVY DUTY

J U D S O N

ALUMINUM ALLOY

PISTONS

for

AVIATION MOTORS

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
	ADVANCE WACO AIRPLANE											
	AEROMARINE KLEMM AIRPLANE											
	AERONCA											
M400	E113-A-B-C		2	4 $\frac{1}{4}$	3	1 $\frac{7}{8}$	1 $\frac{1}{16}$	FF	1.000	1— $\frac{1}{16}$	1— $\frac{1}{8}$	1— $\frac{3}{16}$ 6.25
	AIR-ISTOCRAT AIRPLANE											
	ALCO AIRPLANE											
	ALEXANDER EAGLE ROCK AIRPLANE											
	ALFA ROMEO											
63	Milan, Italy, Solid Skirt		6	3	3 $\frac{1}{2}$	2	1 $\frac{1}{32}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{3}{16}$	12.00
	AMERICAN EAGLE AIRPLANE											
	AMERICAN SAVOIA AIRPLANE											
	ANZANI											
29	35, 105mm			4.13385	3	1 $\frac{1}{2}$	1 $\frac{1}{16}$	FF	.705	3— $\frac{1}{8}$		19.80
	ARKANSAS AIRPLANE											
	ARROW SPORT AIRPLANE											
	ATLANTIC UNIVERSAL AIRPLANE											
	BELLANCA AIRPLANE											
	BERLINER AIRPLANE											
	BOEING AIRPLANE											
	BREESE AIRPLANE											
	BRUNNER-WINKLE AIRPLANE											
	BUHL AIRPLANE											
	BUTLER AIRPLANE											
	CAPITAL AIRPLANE											
	CESSNA AIRPLANE											
	CIRRUS											
171	Mark 111		4	4.330	3	1 $\frac{3}{16}$	1 $\frac{7}{8}$	FF	1.000	2— $\frac{1}{8}$	1— $\frac{3}{16}$	16.50
	COMMANDAIRE AIRPLANE											
	CONSOLIDATED AIRPLANE											
	COURIER AIRPLANE											
	CROWN AIRPLANE											
	CURTISS AIRPLANE											
305	C6A		6	4 $\frac{1}{2}$	3 $\frac{1}{16}$	1 $\frac{3}{4}$	1 $\frac{3}{4}$	FF	1.125	2— $\frac{1}{8}$	1— $\frac{3}{32}$	8.25
	CURTISS FALCON AIRPLANE											
	CURTISS ROBERTSON AIRPLANE											
	CURTISS WRIGHT AIRPLANE											
	DAVIS AIRPLANE											
	DOUGLAS AIRPLANE											
	DOYLE AIRPLANE											
	FAIRCHILD AIRPLANE											
	FLEET AIRPLANE											
	FORD AIRPLANE											
	GENERAL AIRPLANE											
	GOLDEN AIRPLANE											
	HISPANO-SUIZA AIRCRAFT											
597	A, E, 1	1928-29	8	4 $\frac{23}{32}$	3 $\frac{31}{32}$	1 $\frac{25}{32}$	2 $\frac{3}{8}$	FF	1.180	3— $\frac{1}{8}$		16.40
	INLAND AIRPLANE											
	INTERNATIONAL AIRPLANE											
	KEYSTONE AIRPLANE											
	KINNER AIRPLANE											
	B5, K5		5									On Request
	KREIDFR REISNER AIRPLANE											
	KREUTZER AIRPLANE											
	LAIRD AIRPLANE											
	LAMBERT											
675	R226		5	4 $\frac{1}{4}$	3 $\frac{7}{8}$	1 $\frac{5}{8}$	1 $\frac{1}{16}$	Plug	.937	3— $\frac{3}{16}$		16.50
	LE BLOND AIRPLANE											
	40, 60, 90	1929-32	5-7					FF	.9375			On Request
	LIBERTY											
692	Aircraft, High Compression		12	5	5 $\frac{15}{32}$	3 $\frac{15}{32}$	2 $\frac{1}{8}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	12.10

When making inquiries or ordering pistons for aviation motors ALWAYS forward SAMPLE.

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
	LINCOLN AIRPLANE										
	LOCKHEED VEGA AIRPLANE										
	MAHONEY-RYAN AIRPLANE										
	MENASCO AIRPLANE										
	A2, B2, B4	1929-32	4					FF	1.000		On Request
	MERCURY CHIC AIRPLANE										
	MOHAWK AIRPLANE										
	MONO AIRCRAFT AIRPLANE										
	NEW STANDARD AIRPLANE										
	NICHOLAS-BEAZLEY AIRPLANE										
	OSPREY AIRPLANE										
	PACKARD AIRPLANE										
9900	2A1500, 9-1 Com- pression		12	5 $\frac{3}{8}$	4 $\frac{1}{16}$	2 $\frac{1}{2}$	2 $\frac{1}{8}$	FF	1.250	3- $\frac{3}{32}$	35.00
	PARKS AIRPLANE										
	PHEASANT AIRPLANE										
	PITCAIRN MAILWING AIRPLANE										
	PRATT-WHITNEY										
	Wasp		9								On Request
	RYAN AIRPLANE										
	SALMSON AIRPLANE										
	A4, B2, B4	1929-32	4					FF	1.000		On Request
	SIEMEN HALSKE										
	100mm, 105mm	1925-30	5-7-9					FF	.786		On Request
	SIMPLEX AIRPLANE										
	STAR AIRPLANE										
	STEARMAN AIRPLANE										
	STINSON AIRPLANE										
	ST. LOUIS CARDINAL AIRPLANE										
	SWALLOW AIRPLANE										
	SZEKELY										
M136	SR3-0, SR85	1931-33	3-5	4 $\frac{1}{8}$	3 $\frac{3}{8}$	1 $\frac{9}{16}$	1 $\frac{3}{4}$	Plug	.750	3- $\frac{1}{8}$	15.40
M853	Sky Roamer, SR3	1927-28	3	4 $\frac{1}{8}$	3 $\frac{9}{32}$	1 $\frac{13}{32}$	1 $\frac{3}{4}$	FF	.750	3- $\frac{1}{8}$	17.60
	TAYLOR AIRPLANE										
	TEXAS AIRPLANE										
	TIMM COLLEGIATE AIRPLANE										
	TRAVEL AIR AIRPLANE										
	U. S. A. AIRPLANE										
	Standard Liberty	1927-30	12					FF	1.250		On Request
	VELIE										
M196	M5		5	4 $\frac{1}{8}$	3 $\frac{11}{32}$	1 $\frac{21}{32}$	1 $\frac{13}{16}$	Plug	.937	2- $\frac{1}{8}$	1- $\frac{3}{16}$ 15.40
	VIKING AIRPLANE										
	WACO AIRPLANE										
	WALLACE AIRPLANE										
	WARNER SCARAB										
M304	Aircraft	1927-31	7	4 $\frac{1}{4}$	3 $\frac{9}{32}$	1 $\frac{13}{16}$	1 $\frac{7}{8}$	FF	.937	2- $\frac{3}{32}$	1- $\frac{1}{8}$ 16.50
	WASP AIRPLANE										
	WHITE AIRPLANE										
	WRIGHT AIRPLANE										
M371	J5, J4	1927-34	9	4 $\frac{1}{2}$	3 $\frac{9}{32}$	1 $\frac{3}{4}$	2 $\frac{7}{32}$	FF	1.180	3- $\frac{1}{8}$	14.30
M373	Cyclone 525		9								On Request

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J U D S O N

ALUMINUM ALLOY

PISTONS

for

INDUSTRIAL MOTORS

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
A-C TRACTOR												
273	U, UC, United	1931-32	4	4 1/4	4 3/4	2 7/8	1 5/8	FF	1.500	3-1/8	1-3/16	8.15
ADAMS												
24	2E1 Railcar		2	4 1/4	5 5/8	3 1/2	2 5/16	FF	.875	3-1/8	1-3/16	9.90
ADVANCE-RUMLEY Hercules, Rumley and Waukesha Motors												
ALFACORN TRACTOR Le Roi Beaver Motors												
ALLIED TRACTOR Buda Motors												
AMES ROADROLLER Hercules Motors												
ANDREWS KINCAID TRACTOR Climax Motors												
APPLETON TRACTOR Buda Motors												
ARMINGTON TRACTOR Waukesha Motors												
ARO												
31	Tractor		2-4	4 3/4	6 9/16	3 9/16	2 9/16	FF	1.250	4-3/16		14.25
AULTMAN TAYLOR												
2	18-35, 22-45		4	5	6 7/8	3 1/8	2 1/8	FF	1.250	3-1/8	1-3/16	17.60
Models not listed see Climax and Waukesha Motors												
AUSTIN BACKFILLER Continental Motors												
AUSTIN ROLLER Buda and Fordson Motors												
AUSTIN TRENCH MACHINE Climax, Twin City and Waukesha Motors												
BAILOR TRACTOR Le Roi Beaver Motors												
BARBER GREENE LOADER Buda Motors												
BARKER												
62	Air Compressor			4 1/2	3 1/4	1 5/8	2	FF	.875	3-1/8		14.30
BARNES ROAD PUMP Hercules and Le Roi Beaver Motors												
BATES STEEL MULE Erd, Le Roi Beaver, Midwest and Waukesha Motors												
BAY CITY CRANE Climax, Hercules and McCormick-Deering Motors												
BEAMER TRACTOR Waukesha Motors												
BEAN TRACTOR Le Roi Beaver Motors												
BEAVER TRACTOR Waukesha Motors												
BEIT RAIL TRACTOR Waukesha Motors												
BESSEMER TRACTOR Le Roi Beaver Motors												
BEST TRACTOR												
167	20-30	1920-26	4	4 3/4	5 1/2	3 1/4	1 1/8	FF	1.750	4-3/16		13.75
1698	20-30, 2300 and up	1924-29	4	4 3/4	6	3 3/4	1 1/8	FF	1.750	4-3/16		14.25
148	20-30, 2300 and up, (5/8" High Compression)	1924-29	4	4 3/4	6 5/8	4 3/8	1 1/8	FF	1.750	5-3/16		19.25
168	40-60, 35-55	1920-27	4	6 1/2	7 1/2	4 3/4	2 5/8	FF	2.125	4-1/4		18.30
138	A60 after 1125, 1 1/8" High Compression	1924-30	4	6 1/2	7 1/8	4 1/8	2 5/8	FF	2.125	5-1/4		28.00
169	A60 after 1125, 3/4" High Compression	1924-30	4	6 1/2	8 1/4	5	2 5/8	FF	2.125	4-1/4		22.00
1694	2201A-PA1, 7/16" High Compression	1924-30	4	6 3/4	7 1/8	4 1/8	2 5/8	FF	2.125	4-3/16		23.40
1692	2201A-PA1, 3/4" High Compression	1924-30	4	6 3/4	8 1/4	5	2 3/4	FF	2.125	4-3/16		25.50
Models not listed see Caterpillar and Holt Motors												
BLAIR DIGGER Caterpillar and McCormick-Deering Motors												
BOLENS Briggs and Stratton Motors												
BORING CULTIVATOR Le Roi Beaver Motors												
BORING TRACTOR Waukesha Motors												
BOSS HOISTS Hercules and Le Roi Beaver Motors												
BOSS MIXER Le Roi Beaver Motors												
BOSS TRACTOR Waukesha Motors												
BRADLEY TRACTOR Waukesha Motors												
BRIGGS & STRATTON												
57	F and H Models,		1	2 1/4	2 1/4	1 3/16	1 3/16	FF	.375	2-1/8		5.00
55	YL	To 1935	1	2 1/4	2 1/4	1 1/4	1 1/8	FF	.562	2-1/8	1-3/16	4.00

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
BRIGGS & STRATTON Continued												
56	T25		1-2	2½	2½	1⅜	1⅜ ₁₆	FF	.562	2-⅛		5.00
129	Factory Part No. 29396			2⅝	2½ ₁₆	1½	1⅜ ₁₆	FF	.671	2-⅛	1-⅜ ₁₆	5.00
59			1-2	2¾	2¾	1½	1⅜	FF	.625	2-⅛		5.00
52			1	2¾	3⅛	1¾	1¼	FF	.735	3-⅛		5.00
58	Z, ZH	1932-33	1	3	3½	1½	1⅝	FF	.734	2-⅛	1-⅜ ₁₆	3.00
BROOKVILLE LOCOMOTIVE Fordson and McCormick-Deering Motors												
BROWN HOIST Buda and McCormick-Deering Motors												
BUCKEYE BACKFILLER Waukesha Motors												
BUDA												
124	19 Railcar		2	4	4⅝	2⅛	2¼	FF	1.000	3-¼		8.25
155	Diesel, D-M-6-17	1935	6	5¼	8½	4½	2¼	FF	2.000	4-⅜ ₁₆	1-¼	27.00
BUFFALO SPRINGFIELD ROLLER Hercules Motors												
BUHL COMPRESSOR Climax and Continental Motors												
BUICK UNLOADER Le Roi Beaver Motors												
BULLOCK TRACTOR Waukesha Motors												
BURN OIL TRACTOR Waukesha Motors												
BYERS SHOVEL Hercules Motors												
CALDWELL LAWNMOWER												
149			2	2½	3	1⅝	1¼	FF	.625	3-⅛		4.00
173			1	3	3	1½	1⅞	FF	.625	2-⅛	1-⅜ ₁₆	4.50
CASE COMBINE Waukesha Motors												
CASE TRACTOR												
M213	9, 8-10-12, Prairie, Cut	1927-36	4	3½	3½ ₁₆	2⅝ ₁₆	1⅜ ₁₆	O	.740	3-⅛	1-⅜ ₁₆	3.50
151	C, CC, CE, Skid Engine, CD, CI, Industrial, CO, Combines											
	P, Prairie, Prairie											
156	12-16 Cut, 17-27	1929-36	4	3⅞	4⅞ ₁₆	2⅝ ₁₆	1⅜ ₁₆	O	1.234	3-⅛	1-⅜ ₁₆	6.50
M221	9-18, 10-18, 12C	1918-28	4	3⅞	4⅞	2⅝	2¼	FF	1.250	3-⅜ ₁₆		6.30
	10 - 12 - 15 - H, Prairie	1928-36	4-6	4	4½ ₃₂	2½ ₃₂	1⅞ ₁₆	O	1.000	3-⅛	1-⅜ ₁₆	6.05
158	12-20, 12-20A, Combines P, Prairie 12-16½ Cut, M, W, Hill-side 14-16 Cut	1920-36	4	4⅛	4⅞	2⅝	1⅜ ₁₆	O	1.375	3-⅛	1-⅜ ₁₆	7.95
150	K-18-32, 15-27	1918-28	4	4½	5½	2⅝ ₁₆	2½	FF	1.375	3-⅛	1-⅜ ₁₆	9.70
159	L, LE, LI, LJ, LO, Industrial, 26-40	1929-36	4	4⅝	5⅝	2⅝ ₁₆	1⅜ ₃₂	O	1.484	3-⅛	1-⅜ ₁₆	10.15
157	T, 20-36, 22-40, 25-45	1919-30	4	5½	7½ ₁₆	3¾	2½ ₁₆	FF	1.625	4-⅜ ₁₆		14.25
143	20-40		2	7¾	10	4½	4⅜	FF	2.375	4-¼		43.20
Models not listed see Waukesha Motors												
CATERPILLAR TRACTOR												
144	Diesel Starting Motor		2	3¼	3⅛	1½	1½ ₁₆	FF	.750	4-⅛		3.50
160	10 (1928-31), 15	1928-33	4	3⅝	4¼	2⅞ ₁₆	1⅜ ₃₂	FF	1.093	3-⅛	1-⅜ ₁₆	4.20
166	Starting Motor, 101	1929-30	4	3⅝	4¼	2⅞ ₁₆	1⅜ ₃₂	FF	1.093	3-⅛	1-⅜ ₁₆	4.90
1691	15, 20	1928-33	4	3¾	4¾	2⅞	1½	FF	1.218	4-⅛		5.70
163	2 Ton, 15DB, T35, 15-25	1922-28	4	4	4½	2⅛	2¼	O	1.250	3-⅛	1-⅜ ₁₆	8.25
164	20, 22	1934-36	4	4	4¾	2⅞	1½	FF	1.218	4-⅛	1-⅜ ₁₆	7.85
162	20, 1927-31, 25, 1932-33	1927-33	4	4	5¼	3⅜ ₁₆	1⅜ ₃₂	FF	1.500	3-⅛	1-⅜ ₁₆	7.60
145	High Compression											
	L	1929-30	4	4	5⅝	3⅝ ₁₆	1⅝	FF	1.500	5-⅝ ₃₂		11.00
146	28	1934-35	4	4⅜ ₁₆	5¼	3⅜ ₁₆	1⅝	FF	1.500	5-⅝ ₃₂		11.55
147	Auto Patrol No. 11		4	4½	5¼	3⅜ ₁₆	1⅝	FF	1.500	5-⅝ ₃₂		10.80
167	25-30, 30	1920-34	4	4¾	5½	3¼	1⅜ ₁₆	FF	1.750	4-⅜ ₁₆		13.75
2903	T11, 25-40, 5 Ton		4	4¾	6⅛	3½	2⅝	FF	1.375	4-⅜ ₁₆		11.00
1698	30 (2300 and up)	1926-31	4	4¾	6	3¾	1⅜ ₁₆	FF	1.750	4-⅜ ₁₆		14.25
1693	High Compression											
	S	1929-30	4	4¾	6⅞ ₁₆	4⅜ ₁₆	1⅜ ₁₆	FF	1.750	4-⅜ ₁₆		13.75
148	30-S, High Compression											
			4	4¾	6⅝	4⅝	1⅜ ₁₆	FF	1.750	5-⅜ ₁₆		19.25
161	35	1932-34	4	4⅞	6	3⅝ ₃₂	1⅜ ₁₆	FF	1.750	4-⅜ ₁₆		13.90
152	35, 6000 Feet Altitude	1932-34	4	4⅞	6⅞ ₁₆	4⅝ ₃₂	1⅜ ₁₆	FF	1.750	5-⅜ ₁₆		20.80
1699	35, 50, 75 Diesel Engines		3 4 6	5¼	9⅜ ₁₆	5⅜ ₁₆	2⅜ ₁₆	O	2.375	6-⅝ ₃₂	1-⅜ ₁₆	27.00
153	R5		4	5½	6⅞ ₁₆	3½ ₁₆	2⅜ ₁₆	FF	1.749	5-⅜ ₁₆		23.00

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
CATERPILLAR TRACTOR Continued												
1695	50	1931-36	4	5½	6⅛	3⅛	2⅛	FF	1.937	4— ³ / ₁₆		15.90
154	50, 6000 Feet Altitude	1931-36	4	5½	6⅛	4 ⁵ / ₁₆	2⅛	FF	1.937	5— ³ / ₁₆		24.00
1700	R. D. 8 Diesel	1936	6	5¾	9 ⁷ / ₃₂	5 ³ / ₁₆	2 ⁷ / ₃₂	Plug	2.375	4— ⁵ / ₃₂	2—¼	42.50
168	50-60, 60	1920-34	4	6½	7½	4¼	2⅝	FF	2.125	4—¼		18.30
169	60 Special High Compression	1927-29	4	6½	8¼	5	2⅝	FF	2.125	4—¼		22.00
1696	50-60, 60, 75	1926-32	4	6¾	7½	4¼	2⅝	FF	2.125	4— ³ / ₁₆		21.70
1694	30-60, 60, Special High Compression	1929-31	4	6¾	7 ¹⁵ / ₁₆	4 ¹¹ / ₁₆	2⅝	FF	2.125	4— ³ / ₁₆		23.40
1692	Special 60, High Compression	1926-30	4	6¾	8¼	5	2¾	FF	2.125	4— ³ / ₁₆		25.50
1697	65, 70	1932-33	4	7	7½	4¼	2⅝	FF	2.125	4— ³ / ₁₆		25.10
Models not listed see Best and Holt Motors												
CENTIPEDE TRACTOR Buda Motors												
C. H. and E. MORTAR MIXER Le Roi Beaver Motors												
CHICAGO PNEUMATIC												
189	Compressor	1935	4	5¾	3¼	2	O		1.000	3—⅞	1— ³ / ₁₆	9.80
226	P6, DGL		2	5¼	6	2 ¹¹ / ₁₆	2¾	FF	1.750	3— ³ / ₁₆		17.50
195	Allwork-OA		4	5½	7	3½	2 ¹³ / ₁₆	FF	1.437	4—¼		18.90
179	Compressor	1935	7	5¼	3¼	2	O		1.000	4—¼		27.50
Models not listed see Hercules Motors												
CHRISTENSEN												
174			2	1½	1 ¹¹ / ₁₆	1 ⁹ / ₃₂	2 ¹ / ₃₂	O	.437	2—⅞		3.00
175	N239		2	1⅝	1½	¾	¾	FF	.437	2—⅞		3.00
176	XN255		2	2	1⅞	1 ⁵ / ₁₆	1⅞	FF	.500	3—⅞		4.00
177	Air Compressor		2	2¼	1 ¹ / ₁₆	1 ⁹ / ₃₂		O	.437	3—⅞		4.00
178	A		2½	2½	1 ¹ / ₁₆	1 ¹ / ₁₆		O	.625	3—⅞		4.00
CLAYTON THRESHER Hercules Motors												
CLETRAC TRACTOR												
224	S		4	3¼	4 ¹ / ₁₆	2 ¹⁷ / ₃₂	1⅝	FF	1.000	2—⅞	1— ³ / ₁₆	5.50
220	K, 15-25, W, 12-20		4	4	4 ¹⁷ / ₁₆	2⅝	2¼	FF	1.000	3—⅞	1— ³ / ₁₆	8.60
Models not listed see Hercules, Weidley, and Wisconsin Motors												
CLEVELAND TRENCHER Hercules Motors												
CLEVETRAC TRACTOR												
229				3½	5⅞	3¼	1 ⁷ / ₃₂	O	.984	4—⅞		9.00
CLIMAX												
235	K, KU, KL	1919-26	4	5	5¾	2⅝	2 ¹¹ / ₁₆	FF	1.359	4— ³ / ₁₆		13.75
245	RU, RBU, RBI		6	5½	6¼	3½	1¾	O	1.484	4— ³ / ₁₆		17.50
236	T, TU		4	5½	6¾	3¾	2 ⁵ / ₁₆	FF	1.484	4— ³ / ₁₆		17.50
237	R4I, R4U, R6I, R6U, R8I		4-8	6	6 ⁵ / ₁₆	3 ¹¹ / ₁₆	1¾	O	1.484	4— ³ / ₁₆		20.00
CLYDE HOIST Le Roi Beaver Motors												
COLEMAN TRACTOR Climax Motors												
CURTISS												
3000	Air Compressor		1	1⅝	4 ⁵ / ₁₆	3 ¹ / ₁₆	¾	O	.625	3—⅞		4.00
3001	Air Compressor		1	3	3⅞	1 ¹³ / ₁₆	1⅞	O	.875	3— ³ / ₁₆		3.75
CURTISS COMBINE Waukesha Motors												
CUSHMAN MOTOR												
C309	3M-12		1	2⅝	2⅝	1 ³ / ₁₆	1 ¹ / ₁₆	FF	.500	3—⅞		5.00
C308	M50 (15-44)		1	2⅝	2⅝	1 ³ / ₁₆	1	O	.500	3—⅞		4.00
220	44		4	4 ¹¹ / ₃₂	2⅝	2¼	FF	1.000	3—⅞	1— ³ / ₁₆		8.60
DAYTON DOWD PUMP Climax Motors												
DEERE COMBINE Hercules Motors												
DEERE TRACTOR												
301	General Purpose B	1933-36	2	4¼	5 ³⁹ / ₆₄	3 ¹⁵ / ₆₄	2 ¹ / ₃₂	FF	1.229	3—⅞	1— ³ / ₁₆	9.90
302	General Purpose A	1933-36	2	5½	7½	4 ¹¹ / ₁₆	2 ⁷ / ₁₆	FF	1.604	5—¼		26.00

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
DEERE TRACTOR Continued												
303	General Purpose Standard Tread to 223802, Wide Tread to 402039	1929-30	2	5 $\frac{3}{4}$	7	3 $\frac{5}{8}$	2 $\frac{11}{16}$	FF	1.750	5— $\frac{3}{16}$		24.00
304	General Purpose Standard Tread 223802 to 226400, Wide Tread 402039 to 403961	1931	2	6	7 $\frac{1}{16}$	3 $\frac{5}{8}$	2 $\frac{11}{16}$	FF	1.750	5— $\frac{1}{4}$		28.90
256	General Purpose Standard Tread after 226400, Wide Tread after 403961, Orchard	1931-36	2	6	8	4 $\frac{3}{4}$	2 $\frac{11}{16}$	FF	1.750	5— $\frac{1}{4}$		28.90
238	15-27 to 53388	1925-27	2	6 $\frac{1}{2}$	8 $\frac{1}{2}$	4 $\frac{5}{8}$	3 $\frac{9}{16}$	O	1.750	5— $\frac{1}{4}$		27.80
234	15-27 D after Motor 53388, Serial 109944	1928-33	2	6 $\frac{3}{4}$	8 $\frac{3}{8}$	4 $\frac{13}{16}$	3 $\frac{9}{16}$	O	1.750	5— $\frac{1}{4}$		29.00
DELCO												
314	Lightplant, 1500 Watt, 15A, 15B17, 15C17, 15C33, 15C37, 15H1, 15R		4	2 $\frac{1}{4}$	2 $\frac{7}{8}$	1 $\frac{1}{4}$	1	FF	.625	3— $\frac{1}{8}$		3.00
311	600 Watt, 750 Watt, 751, 752, 775, R500, R600, R601		1	2 $\frac{1}{2}$	2 $\frac{11}{16}$	1 $\frac{3}{16}$	1 $\frac{1}{8}$	FF	.750	2— $\frac{1}{8}$		3.25
313	800 Watt, 8A, 8A3, 8BC, 8BK 8BK3, 8C3, 8M, 8M3		1	2 $\frac{1}{2}$	3 $\frac{1}{16}$	1 $\frac{3}{16}$	1 $\frac{3}{16}$	FF	.750	2— $\frac{3}{16}$		3.25
312	Light Plant, 850 Watt, R300, R850		1	2 $\frac{1}{2}$	3 $\frac{1}{8}$	1 $\frac{15}{16}$	1 $\frac{5}{16}$	FF	.750	3— $\frac{1}{8}$		3.00
232	8EAB3-8EB3, Blue Ribbon-8XB3-8E3	1935	1	2 $\frac{9}{16}$	2 $\frac{11}{16}$	1 $\frac{9}{32}$	1 $\frac{3}{32}$	O	.687	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
316			1	2 $\frac{3}{4}$	3 $\frac{3}{8}$	1 $\frac{3}{4}$	1 $\frac{5}{32}$	FF	.735	3— $\frac{1}{8}$		3.50
310	Lightplant, 1250, 1271, 1275, 1278	1920-29	1-4	3	3 $\frac{7}{16}$	1 $\frac{15}{16}$	1 $\frac{5}{16}$	FF	.750	3— $\frac{1}{8}$		3.70
315	Engine, 2 $\frac{1}{2}$ KW			3 $\frac{3}{4}$	4 $\frac{3}{8}$	2 $\frac{3}{8}$	2 $\frac{1}{16}$	FF	1.105	3— $\frac{3}{16}$		9.00
DEMOY												
319	Road Builder			7	7 $\frac{3}{8}$	4 $\frac{1}{2}$	3 $\frac{7}{8}$	O	1.500	4— $\frac{1}{4}$		29.90
DE VILBISS COMPRESSOR												
355			2	2	1 $\frac{7}{8}$	1	$\frac{3}{4}$	FF	.500	2— $\frac{1}{8}$		3.50
DILL HARVESTER TRACTOR Continental Motors												
DO ALL TRACTOR .....Waukesha Motors												
EAGLE TRACTOR .....Hercules and Waukesha Motors												
ELGIN SWEEPER .....Continental Motors												
EMMERSON BRANTINGHAM TRACTOR .....Le Roi Beaver Motors												
EQUITABLE ASPHALT REFACTOR .....Climax Motors												
ERD												
368	C	1919-25	4	4	4 $\frac{1}{2}$	2 $\frac{13}{32}$	1 $\frac{1}{2}$	O	1.218	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.35
369	Tractor Engine		4	4 $\frac{1}{4}$	4 $\frac{1}{2}$	2 $\frac{13}{32}$	1 $\frac{1}{2}$	O	1.218	3— $\frac{1}{8}$	1— $\frac{3}{16}$	10.15
FAIRBANKS MORSE												
3920			1	2 $\frac{1}{4}$	2 $\frac{7}{8}$	1 $\frac{9}{16}$	$\frac{3}{4}$	O	.625	4— $\frac{1}{8}$		5.00
3921	No. 41 Engine		2	3 $\frac{1}{4}$	5 $\frac{11}{32}$	3 $\frac{1}{8}$	1 $\frac{7}{16}$	FF	.734	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.50
3922	No. 36 Engine		2	3 $\frac{1}{2}$	5 $\frac{1}{4}$	3	1 $\frac{3}{8}$	FF	.734	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.50
392	No. 32 Engine		2	4	5 $\frac{5}{8}$	2 $\frac{3}{8}$	1 $\frac{3}{4}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.60
383	No. 32 Engine		2	4	6 $\frac{1}{16}$	3 $\frac{1}{4}$	1 $\frac{3}{4}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.80
393	No. 40 Engine		2	4 $\frac{1}{4}$	5	2 $\frac{3}{8}$	2 $\frac{1}{8}$	FF	.984	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.80
FAIRMOUNT												
384	Railcar		2	4 $\frac{3}{4}$	6 $\frac{3}{4}$	4 $\frac{5}{32}$	2 $\frac{7}{16}$	FF	1.125	5— $\frac{3}{16}$		20.35
FARMALL International and McCormick-Deering Motors												
FARM BOY TRACTOR Waukesha Motors												
FARM HORSE TRACTOR Climax Motors												
FEDERAL TRACTOR Buda and Continental Motors												
FITCH TRACTOR Climax Motors												
FORDSON BAILEY Fordson Motors												

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
FORDSON TRACTOR												
420	ALL (Domehead)	1917-26	4	4	4 ⁷ / ₈	2 ⁵ / ₁₆	1 ¹ / ₄	O	1.375	4— ³ / ₁₆		6.50
421	ALL (Domehead)	1927-29	4	4	5 ¹ / ₁₆	2 ¹ / ₂	1 ³ / ₃₂	FF	1.375	4— ⁵ / ₃₂		7.70
419	ALL (Domehead)	1930-36	4	4 ¹ / ₈	5 ¹ / ₁₆	2 ¹ / ₂	1 ¹ / ₁₆	FF	1.375	4— ⁵ / ₃₂		8.70
FOUR DRIVE TRACTOR .....Waukesha Motors												
FRANKLIN												
398	Air Compressor		1	2 ¹ / ₈	3	1 ¹ / ₂	1 ⁵ / ₁₆	O	.625	3— ³ / ₁₆		6.00
FRICK TRACTOR .....Le Roi Beaver Motors												
FRIGIDAIRE COMPRESSOR												
442	A, AW, B, BB, GS, SAE, SAU, SC, Factory Parts 85783, 87430			1 ¹ / ₂	2 ¹ / ₄	1 ¹ / ₈	3 ¹ / ₄	Plug	.421	2— ¹ / ₈		2.30
447	AA120, A125, A125E, A125P, FA125P, AB133, Factory Part 89301			1 ¹ / ₂	2 ³ / ₃₂	1 ¹ / ₂	3 ¹ / ₄	Plug	.421	2— ¹ / ₈		2.30
450	FW250, FA275, A233, A233E, W233, Factory Part 89397			1 ⁷ / ₈	2 ³ / ₃₂	1 ¹ / ₄	3 ¹ / ₄	Plug	.562	2— ¹ / ₈		4.30
443	K, L, P, Y, Factory Parts 83602, 87431			1 ⁷ / ₈	2 ⁹ / ₁₆	1 ³ / ₃₂	7 ¹ / ₈	Plug	.421	2— ¹ / ₈		2.90
444	N, O, Factory Parts 83304, 87432			2 ¹ / ₈	2 ³ / ₄	1 ¹ / ₄	1 ⁵ / ₁₆	Plug	.421	2— ¹ / ₈		4.10
453	C, D, W5100, A5100, A5150, Factory Parts 84183, 89532			2 ¹ / ₂	3 ¹ / ₈	1 ³ / ₈	7 ¹ / ₈	Plug	.750	2— ³ / ₁₆		4.90
FROST and WOOD COMBINE .....Hercules Motors												
FULLER JOHNSON												
459	BB, BC	1929-30	2-4	2 ⁵ / ₈	3 ¹ / ₁₆	1 ⁵ / ₈	1 ¹ / ₄	FF	.733	3— ¹ / ₈		4.00
463			1	3 ⁵ / ₈	4 ⁹ / ₁₆	2 ¹ / ₄	1 ¹ / ₄	FF	.750	3— ¹ / ₈	1— ³ / ₁₆	6.25
460	AH	1928-30	1	3 ³ / ₄	4	2	1 ⁵ / ₁₆	FF	.921	3— ¹ / ₈	1— ³ / ₁₆	6.25
461	NC	1926-30	1	3 ³ / ₄	4 ¹ / ₄	2 ⁷ / ₃₂	1 ⁷ / ₃₂	FF	.750	3— ¹ / ₈	1— ³ / ₁₆	6.25
464			1	5	7	4 ¹ / ₄	2 ¹ / ₈	FF	1.250	4— ¹ / ₄		20.35
FULTON TRACTOR .....Buda Motors												
GALION GRADER .....Cletrac, Fordson, McCormick-Deering and Twin City Motors												
GALION ROLLER .....Climax and Hercules Motors												
GARDEN TRACTOR												
497	36C, 1038		1	2 ¹ / ₂	2 ³ / ₄	1 ⁹ / ₁₆	1 ¹ / ₈	FF	.625	3— ¹ / ₈		4.00
GARDNER COMPRESSOR												
465			2	4 ¹ / ₂	4 ¹ / ₂	2 ⁹ / ₁₆	1 ¹ / ₄	O	1.000	3— ³ / ₁₆		12.40
466	Duplex		2	5	5	2 ³ / ₄	1 ³ / ₈	O	1.125	4— ³ / ₁₆		13.75
GARDNER DENVER COMPRESSOR .....Buda Motors												
GENERAL ELECTRIC												
487	Compressor CP27			4 ¹ / ₈	3 ¹ / ₁₆	2 ⁷ / ₃₂	2 ³ / ₈	FF	1.250	3— ¹ / ₈	1— ³ / ₁₆	12.65
488	2K-735-CP27			4 ³ / ₁₆	3 ¹ / ₁₆	2 ⁷ / ₃₂	2 ³ / ₈	FF	1.250	3— ¹ / ₈	1— ³ / ₁₆	10.05
489	Compressor CP27			4 ³ / ₈	3 ¹ / ₁₆	2 ⁷ / ₃₂	2 ³ / ₈	FF	1.250	3— ¹ / ₈	1— ³ / ₁₆	10.80
GLENER BALDWIN COMBINE .....Continental, Ford and Fordson Motors												
GRAVEL LAWNMOWER												
496			1	2 ¹ / ₂	2 ¹ / ₁₆	1 ⁷ / ₁₆	1	O	.625	3— ¹ / ₈		5.00
GRAY TRACTOR .....Waukesha Motors												
HACKNEY TRACTOR .....Climax Motors												
HAISS TRACTOR												
M213	E	1920-30	4	3 ¹ / ₂	3 ¹ / ₁₆	2 ⁵ / ₁₆	1 ³ / ₁₆	O	.740	3— ¹ / ₈	1— ³ / ₁₆	3.50
M237	B27	1924-30	4	4 ³ / ₈	5 ⁹ / ₁₆	3 ⁹ / ₁₆	1 ¹ / ₂	O	1.250	3— ¹ / ₈	1— ³ / ₁₆	7.70
HANSON EXCAVATOR .....McCormick-Deering Motors												
HARRIS COMBINE .....Hercules and Lycoming Motors												
HART-PARR												
512	12-24, 28-50		2	5 ³ / ₄	7	3 ³ / ₄	1 ³ / ₄	O	1.497	4— ¹ / ₄		26.50
513	18-36 to 28851 (Low Compression)		2	6 ³ / ₄	8 ¹ / ₂	4 ¹ / ₂	2 ¹ / ₈	O	2.171	4— ¹ / ₄		29.00
514	18-36 after 28851		2	6 ³ / ₄	8 ⁷ / ₈	4 ⁷ / ₈	2 ¹ / ₈	O	2.171	5— ¹ / ₄		31.00
Models not listed see Oliver Farm Equipment and Oliver Hart Parr Motors												
HEIDER TRACTOR .....Climax, Le Roi Beaver and Waukesha Motors												

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
HETHERINGTON and BERNER ASPHALT PATCH PLANT Hercules Motors												
HIGHWAY EARTH BORER Fordson Motors												
HOLTON TRACTOR Le Roi Beaver Motors												
HOLT TRACTOR												
163	T35, 15, 2 Ton after 70001	1922-28	4	4	4½	2⅛	2⅛	O	1.250	3-⅛	1-⅜	8.25
2903	5 Ton		4	4¾	6⅛	3½	2⅜	FF	1.375	4-⅜		11.00
516	T16, 40-60, 10 Ton after 18777	1924-27	4	6½	7	3	3⅛	FF	1.937	4-¼		27.80
Models not listed see Continental and Wisconsin Motors												
HOMELITE												
598	2 cycle			2⅛	2⅝	1⅛	1⅛	FF	.500	2-⅛		3.50
599	2 cycle			2⅜	2¼	1⅜	1⅛	FF	.500	2-⅛		4.50
HUBER COMBINE Waukesha Motors												
HUBER TRACTOR Buda, Stearns, Midwest and Waukesha Motors												
HUGHES KEENAN CRANE Fordson and McCormick-Deering Motors												
HUMPHREY'S PUMP Le Roi Beaver Motors												
ILLINOIS SUPER DRIVE TRACTOR Climax Motors												
INGERSOLL RAND												
6401			1	3½	3½	1⅝	1⅛	O	.812	2-⅛	1-⅜	6.50
610			2	4¾	4⅝	2¼	1⅝	O	1.000	3-⅜		12.50
6400	Compressor		2	5	5	1½	1½	O	1.156	4-¼		12.10
6402			2	5	4⅝	2⅝	1⅝	O	1.125	3-¼		13.10
6403	Compressor		2	7	6¾	3	2	O	1.375	3-¼		37.50
JACOBSEN												
0500	2085, 2 cycle		1	2¼	2⅛	7/8	1⅛	Cotter	.483	2-⅛		4.00
CM680	1708		1	2½	3	1½	1⅛	FF	.625	3-⅛		3.60
0501	1603A, 2 cycle		1	2¾	3	1½	1⅛	Cotter	.625	3-⅛		5.00
JAEGER												
M691			1	3¼	4¼	2⅝	1⅝	FF	.625	3-⅛	1-⅜	12.50
JAEGER MIXER PAVER HOIST Fordson and Le Roi Beaver Motors												
JOHNSON												
CM701	Iron Horse, X200, X300, X400, (53-6)	1935-38	1	2⅛	1⅜	1⅛	1	FF	.562	3-⅛		3.00
J. T. CRAWLER TRACTOR Climax Motors												
J.-T. TRACTOR Climax Motors												
JUMBO TRACTOR Buda and Climax Motors												
KARDELL TRACTOR Waukesha Motors												
KAY GEE TRACTOR Buda Motors												
KELLOGG												
658	Compressor			2¼	2	1	1⅜	O	.500	3-⅛		3.50
659				2¼	2	1¼	1¼	FF	.500	3-⅛		4.00
657	Air Compressor		1	2⅝	3⅜	1⅝	1⅛	O	.750	3-⅛		6.00
656	Compressor		1	3	3	2⅜	1¼	FF	.500	3-⅛		4.50
655	Compressor		1	3	3⅝	2⅜	1⅛	O	.740	3-⅛		4.50
654	Compressor		2	5	6	3⅝	1⅛	O	1.375	4-⅜		21.45
KEYSTONE SKINNER SHOVEL Climax Motors												
KLUMB TRACTOR Climax Motors												
KNICKERBOCKER MIXER and PAVER Hercules Motors												
KOEHRING PAVER Waukesha Motors												
KOHLER												
661	Lightplant		4	2	2¼	1	1	FF	.625	2-⅜	1-⅛	2.50
660	Lightplant		4	2	2⅝	1⅛	1⅝	FF	.625	3-⅛		2.50
662	S113		2	2⅛	2⅝	1⅝	1⅝	FF	.625	3-⅛		3.50
Models not listed see Waukesha Motors												
KWIK MIX MIXER Le Roi Beaver Motors												
LA CROSSE TRACTOR Le Roi Beaver Motors												
LAKEWOOD MIXER and PAVER Le Roi Beaver Motors												
LAMSON TRACTOR Le Roi Beaver Motors												
LAUSON												
695	RL5		1	1¾	1⅝	1⅝	2⅝	FF	.437	2-⅜	1-⅛	2.00
694	RS5		1	2	2⅛	1	7/8	FF	.500	2-⅜	1-⅛	2.50
693	RA5		1	2¼	2¼	1⅝	1⅝	FF	.562	2-⅜	1-⅛	4.25
678	LF-822, 2½ H.P.		1	2⅝	2½	1¼	1⅝	FF	.625	2-⅜	1-⅛	4.00
LAUSON TRACTOR Le Roi Beaver, Midwest and Wisconsin Motors												
LAWTON												
672	Compressor		1	2⅛	3	1⅝	1⅝	O	.626	3-⅛		4.00
LEADER TRACTOR Climax Motors												
LENNOX AMERICAN TRACTOR Wisconsin Motors												
LEONARD TRACTOR Buda Motors												

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
LE ROI BEAVER MOTOR												
678			1	2 $\frac{5}{8}$	2 $\frac{1}{2}$	1 $\frac{1}{4}$	1 $\frac{1}{8}$	FF	.625	2— $\frac{3}{32}$	1— $\frac{1}{8}$	4.00
679			2	2 $\frac{3}{4}$	3	1 $\frac{3}{8}$	1 $\frac{3}{16}$	FF	.750	3— $\frac{1}{8}$		3.00
683	W, WR, 8-43, 8-122	1930-34	2-4	2 $\frac{3}{4}$	3	1 $\frac{3}{4}$	1 $\frac{9}{16}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
682	K, WW3		2-4	2 $\frac{3}{4}$	3 $\frac{1}{2}$	1 $\frac{9}{16}$	1 $\frac{9}{16}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.00
681	M, MH, MHP, MHR, MHRP, R. RR, S. SH, SHP, SHR, SHRP, RHP, RHR, 2C-M											
	MR, RH		1-2-4	3 $\frac{1}{8}$	3 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50
686	Engine 2C		4	3 $\frac{1}{8}$	3 $\frac{1}{2}$	1 $\frac{3}{4}$	1 $\frac{3}{4}$	FF	.750	3— $\frac{1}{8}$		3.50
685	CT, CTP, TR, TRP		2-4	3 $\frac{3}{8}$	3 $\frac{1}{4}$	1 $\frac{1}{4}$	1 $\frac{1}{16}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.50
684	F, FR, FRP, FHR, FHRP		1	3 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{3}{4}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
687	JM, JMI, JMIP		4-6	3 $\frac{3}{4}$	5 $\frac{5}{16}$	2 $\frac{9}{16}$	1 $\frac{1}{2}$	O	1.500	4— $\frac{3}{16}$		8.50
630	JA1, JA1P	1925-28	4-6	4 $\frac{1}{2}$	5 $\frac{9}{16}$	2 $\frac{9}{16}$	1 $\frac{1}{2}$	O	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.25
688	JMS, JMSP		6	4 $\frac{3}{4}$	5 $\frac{1}{4}$	2 $\frac{9}{16}$	1 $\frac{1}{2}$	O	1.500	4— $\frac{3}{16}$		13.75
677	RXS, RXSP	1929-30	4	6 $\frac{1}{2}$	8 $\frac{3}{8}$	4 $\frac{3}{8}$	3 $\frac{1}{4}$	FF	1.750	4— $\frac{1}{4}$		26.20
1	RX, RXP	1928	4-6	6 $\frac{1}{2}$	8 $\frac{3}{8}$	4 $\frac{3}{8}$	3 $\frac{1}{4}$	FF	1.750	4— $\frac{3}{16}$		24.00
676	RX1, RXIS	1930-31	4-6	6 $\frac{3}{4}$	8 $\frac{3}{8}$	4 $\frac{3}{8}$	4	FF	1.750	4— $\frac{1}{4}$		28.00
LIBERTY TRACTOR Climax Motors												
LINGERWOOD HOIST Buda Motors												
LINK BELT LOADER Buda Motors												
LINN TRACTOR Continental and Waukesha Motors												
LITTLE BOSS TRACTOR Waukesha Motors												
MARION SHOVEL Hercules Motors												
MARLO PUMP Le Roi Beaver Motors												
MARSH CAPRON SAW and MIXER Le Roi Beaver Motors												
MASSEY-HARRIS (Wallis Tractor)												
855	Certified 12, 12-20, Orchard 12, 12-20, Industrial 12, 12-20	1930-35	4	3 $\frac{7}{8}$	4 $\frac{21}{32}$	2 $\frac{11}{16}$	1 $\frac{1}{4}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.90
M200	15-27, Cub, J, K, K3, O. K.	1917-26	4	4 $\frac{1}{4}$	4 $\frac{3}{4}$	2 $\frac{5}{8}$	1 $\frac{3}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.80
M201	15-27, 25, 26-41, Industrial 26-41 after 63000, O. K., 20 30, Orchard 20-30, Certified 20-30	1927-36	4	4 $\frac{3}{8}$	4 $\frac{3}{4}$	2 $\frac{9}{16}$	1 $\frac{3}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	11.55
Models not listed see Buda, Continental and Hercules Motors												
MASSILON GAS SHOVEL Hercules Motors												
MATTHEWS LIGHTING PLANT												
845			1	2	2	1 $\frac{5}{16}$	1 $\frac{3}{16}$	O	.437	2— $\frac{3}{32}$	1— $\frac{1}{8}$	3.50
MATTHEWS WELDER Hercules Motors												
MAYTAG												
0200	2 Cycle		1	2	2 $\frac{1}{2}$	1 $\frac{1}{4}$	1	FF	.437	*2— $\frac{1}{8}$		5.00
McCORMICK-DEERING												
867	Farmall, Fairway 12, F12, I12, O12, W12, P12	1934-36	4	3	3 $\frac{1}{16}$	1 $\frac{11}{16}$	1 $\frac{5}{8}$	FF	.919	4— $\frac{1}{8}$	1— $\frac{3}{16}$	4.50
M602	Power Unit PA35		6	3 $\frac{1}{16}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{1}{2}$	FF	.919	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
M215	Trac Tractor, TA40, WA40, Power Unit PA50		6	3 $\frac{5}{8}$	3 $\frac{1}{16}$	2 $\frac{5}{16}$	1 $\frac{1}{2}$	FF	1.109	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.40
641	Combines No. 7 Hillside, 11 Prairie, 12-16 Cut, Farmall, Farmall 20, Fairway, Trac Tractor, T20		4	3 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{7}{8}$	FF	1.298	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.95
M604	Power Unit PA50		6	3 $\frac{3}{4}$	4 $\frac{9}{16}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$	FF	1.109	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
642	10-20, Industrial 20, Orchard 10-20, Unit 200, Farmall F30, 20-30, Industrial 130		4	4 $\frac{1}{4}$	5 $\frac{3}{4}$	2 $\frac{1}{16}$	2 $\frac{3}{16}$	FF	1.298	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.60
643	15-30	1921-29	4	4 $\frac{1}{2}$	5 $\frac{3}{4}$	2 $\frac{7}{8}$	2 $\frac{1}{16}$	FF	1.485	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.50
M207	Power Unit PA80		6	4 $\frac{1}{2}$	5 $\frac{3}{2}$	3 $\frac{3}{2}$	2	FF	1.500	3— $\frac{5}{32}$	1— $\frac{1}{8}$	9.35
868	Industrial 30, 15-30 after TG99926, Power Unit 300	1930-35	4	4 $\frac{3}{4}$	5 $\frac{1}{2}$	2 $\frac{7}{8}$	2 $\frac{1}{16}$	FF	1.484	4— $\frac{3}{16}$		13.75
M202	Power Unit PA100		6	5	5 $\frac{1}{2}$	3	2 $\frac{1}{16}$	FF	1.500	3— $\frac{5}{32}$	1— $\frac{3}{16}$	13.75
Models not listed see Waukesha Motors												

*Indicates Pistons with ring locking pins in groove s. Others may be ordered pinned by adding \$.25 to list price and specifying "Ring grooves pinned."

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
McMYLER INTERSTATE SHOVEL Hercules Motors												
MEAD MOOR TRACTOR Hercules Motors												
MIDWEST LOCOMOTIVE Climax Motors												
MILWAUKEE												
869	Locomotive		4	4 $\frac{3}{4}$	5 $\frac{3}{4}$	2 $\frac{9}{16}$	2 $\frac{11}{16}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	13.75
MINNEAPOLIS MOLINE TRACTOR												
880	KT, Universal, 17-28,											
	TW, 12-20	1918-33	4	4 $\frac{1}{4}$	5 $\frac{3}{32}$	2 $\frac{25}{32}$	2 $\frac{1}{4}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.25
881	21-32, FE21-32,											
	FT21-32	1928-33	4	4 $\frac{1}{2}$	5 $\frac{1}{2}$	2 $\frac{13}{16}$	2 $\frac{1}{4}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.05
877	FTA21-32		4	4 $\frac{5}{8}$	5 $\frac{1}{2}$	2 $\frac{13}{16}$	2 $\frac{1}{4}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	10.80
878	17-30, A	1921-33	4	4 $\frac{3}{4}$	6 $\frac{1}{4}$	3	2 $\frac{5}{8}$	FF	1.500	4— $\frac{3}{16}$		14.25
879	17-30, B	1921-33	4	4 $\frac{7}{8}$	6 $\frac{1}{4}$	3	2 $\frac{5}{8}$	FF	1.500	5— $\frac{3}{16}$		20.35
883	27-42	1929-33	4	4 $\frac{7}{8}$	6 $\frac{1}{4}$	4 $\frac{1}{16}$	2 $\frac{5}{8}$	FF	1.500	4— $\frac{3}{16}$		20.80
882	TL-6D		4	5	6 $\frac{1}{8}$	3 $\frac{1}{8}$	2 $\frac{5}{8}$	FF	1.437	4— $\frac{3}{16}$		13.05
884	AT20-35, AE27-44,											
	AT27-44		4	5 $\frac{1}{2}$	6 $\frac{3}{4}$	3 $\frac{1}{2}$	3 $\frac{1}{4}$	FF	1.625	4— $\frac{1}{4}$		18.90
885	30-45	1920-31	4	6 $\frac{1}{4}$	7 $\frac{3}{4}$	4 $\frac{3}{8}$	3	FF	1.875	5— $\frac{1}{4}$		26.50
887	40-65	1920-30	4-6	7 $\frac{1}{4}$	10	5 $\frac{3}{8}$	3 $\frac{3}{4}$	FF	2.187	5— $\frac{1}{4}$		39.90
Models not listed see Hercules, Twin City Tractor and Twin City Truck Motors												
MOLINE												
894	Universal Tractor		4	3 $\frac{1}{2}$	4	2	1 $\frac{9}{16}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	6.00
895			6	3 $\frac{1}{2}$	4 $\frac{3}{16}$	2 $\frac{3}{16}$	1 $\frac{3}{4}$	FF	1.000	3— $\frac{3}{16}$		5.60
MOLLER												
889	Solid Skirt		4	2 $\frac{3}{4}$	3 $\frac{1}{8}$	1 $\frac{1}{2}$	1 $\frac{1}{32}$	O	.687	2— $\frac{3}{16}$		5.00
MONARCH TRACTOR												
11	20, 25-40, 35E, K35	1928-33	4	4 $\frac{3}{4}$	6 $\frac{7}{8}$	3 $\frac{5}{8}$	2 $\frac{9}{16}$	FF	1.500	4— $\frac{3}{16}$		14.25
23	50	1931-33	4	5 $\frac{1}{4}$	6 $\frac{1}{16}$	3 $\frac{1}{16}$	2 $\frac{7}{8}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$	16.50
12	L	1932-34	4	5 $\frac{1}{4}$	6 $\frac{3}{4}$	3 $\frac{1}{2}$	2 $\frac{5}{8}$	FF	1.500	4— $\frac{3}{16}$		15.00
Models not listed see Allis Chalmers, Le Roi Beaver and Stearns Motors												
MONOVALVE												
897	Diesel	1934-35	4	5 $\frac{1}{2}$	7 $\frac{1}{8}$	3 $\frac{5}{8}$	1 $\frac{11}{16}$	O	2.000	3— $\frac{5}{32}$	2— $\frac{3}{16}$	23.00
MORRIS DREDGING PUMP Ford Motors												
MOTOMOWER												
693			1	2 $\frac{1}{4}$	2 $\frac{1}{4}$	1 $\frac{3}{16}$	1 $\frac{1}{32}$	FF	.562	3— $\frac{1}{8}$		4.25
890			1	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{3}{8}$	1 $\frac{1}{8}$	FF	.562	2— $\frac{3}{32}$		3.90
MOTOX TRACTOR Buda Motors												
MULTI FOOT PAVER Continental and Hercules Motors												
MUNCIE												
693			1	2 $\frac{1}{4}$	2 $\frac{1}{4}$	1 $\frac{3}{16}$	1 $\frac{1}{32}$	FF	.562	3— $\frac{1}{8}$		4.25
MUNDY HOIST Climax Motors												
NATIONAL TRACTOR Waukesha Motors												
NELSON LOADER Fordson, Hercules and Le Roi Beaver Motors												
NELSON TRACTOR Waukesha Motors												
NILSON TRACTOR Waukesha and Wisconsin Motors												
NORTHERN ROTARY PUMP Climax Motors												
NORTH HYDRAULIC DIGGER Fordson Motors												
NOVO												
939	NNU, NNU1, AG	1-2	2 $\frac{3}{4}$	3 $\frac{5}{16}$	2	1 $\frac{1}{8}$		FF	.750	3— $\frac{1}{8}$		4.50
45			1	4 $\frac{1}{2}$	5 $\frac{1}{4}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$	FF	1.125	3— $\frac{5}{32}$	1— $\frac{3}{16}$	7.70
O. K. AIR COMPRESSOR Hercules Motors												
O. K. HOIST Hercules Motors												
OLIVER FARM EQUIPMENT												
209	Row Crop 70	1935-37	6	3 $\frac{1}{8}$	3 $\frac{11}{16}$	2	1 $\frac{5}{16}$	FF	.859	3— $\frac{1}{8}$	1— $\frac{5}{32}$	3.00
934	Row Crop 18-28	1930-36	4	4 $\frac{1}{8}$	4 $\frac{7}{8}$	2 $\frac{21}{32}$	2 $\frac{3}{16}$	FF	1.312	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.60
935	A. 28-44	1930-36	4	4 $\frac{3}{4}$	5 $\frac{1}{2}$	2 $\frac{13}{16}$	2 $\frac{9}{16}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$	11.00
963	18-36	1917-32	2	6 $\frac{3}{4}$	8 $\frac{7}{8}$	4 $\frac{7}{8}$	2 $\frac{5}{16}$	O	2.168	6— $\frac{1}{4}$		31.00
OLIVER HART-PARR Continental, Oliver-Farm Equipment and Hart-Parr Motors												
ORTOR CRANE Climax and Hercules Motors												
ORTOR SHOVEL Climax and Hercules Motors												
OSGOOD SHOVEL Buda Motors												
PARRETT TRACTOR Buda, Hercules and Le Roi Beaver Motors												
PAULING and HARNISCHFEGGER SHOVEL Buda Motors												
PIERCE ROLLER Continental Motors												
PITTSBURGH												
985	Gas Engine		4	5 $\frac{1}{2}$	6 $\frac{1}{4}$	3 $\frac{9}{32}$	3 $\frac{1}{16}$	FF	1.250	4— $\frac{1}{4}$		18.90
PLYMOUTH LOCOMOTIVE Buda and Climax Motors												
POST TRACTOR Waukesha Motors												
PRINCESS PAT TRACTOR Buda Motors												

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring Grooves	Price
REPUBLIC MIXER Le Roi Beaver Motors ROCK ISLAND HEIDER TRACTOR Buda, Continental, Le Roi Beaver and Waukesha Motors ROSS CARRIER Continental Motors ROTARY HARVESTER COMBINE Ford Motors ROTO TILLER TRACTOR											
M127	C2		1	2 $\frac{9}{16}$	3	1 $\frac{5}{16}$	1 $\frac{5}{16}$	FF	.625	3— $\frac{1}{8}$	4.00
M128	C2J, Garden Tractor	1934-37	1	2 $\frac{9}{16}$	3 $\frac{1}{2}$	1 $\frac{3}{32}$	1 $\frac{5}{16}$	FF	.625	3— $\frac{1}{8}$	4.00
RUMLEY TRACTOR											
M112	15-25, 20-35		2-4	5 $\frac{1}{16}$	8 $\frac{3}{32}$	4 $\frac{1}{16}$	3	FF	2.250	5— $\frac{1}{4}$	29.80
Models not listed see Waukesha Motors											
RUSSELL TRACTOR Climax and Waukesha Motors											
SAMPSON TRACTOR											
M119	M	1920-23	4	4	4 $\frac{1}{8}$	2 $\frac{1}{8}$	1 $\frac{23}{32}$	O	1.125	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	8.25
SAVAGE TRACTOR Climax Motors											
SCHRAMM COMPRESSOR Buda and Ford on Motors											
SHAW ENOCHS GRADER Le Roi Beaver Motors											
SHAWNEE GRADER Cletrac and McCormick-Deering Motors											
SHEFFIELD											
393	40 Rail Car			4 $\frac{1}{4}$	5	2 $\frac{3}{8}$	2 $\frac{1}{8}$	FF	.984	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	9.80
SIMAR											
M031	2 Cycle		1	2 $\frac{9}{16}$	3 $\frac{5}{8}$	1 $\frac{5}{16}$	1 $\frac{1}{4}$	FF	.625	3— $\frac{1}{8}$	9.00
SIMPLICITY TRACTOR Buda and Waukesha Motors											
SPEEDER EXCAVATOR Hercules Motors											
SQUARE TURN TRACTOR Climax Motors											
STANDARD MIXER Le Roi Beaver Motors											
STANDARD											
M844	Twin Tractor 5 H.P.		2	2 $\frac{1}{2}$	2 $\frac{3}{4}$	1 $\frac{9}{16}$	1 $\frac{1}{8}$	FF	.625	2— $\frac{1}{8}$ 1— $\frac{3}{16}$	4.00
STANDARD TRACTOR Climax and Waukesha Motors											
STAR TRACTOR Le Roi Beaver Motors											
STINSON TRACTOR Le Roi Beaver Motors											
STEARNS											
M156	Lightplant		2	3	3 $\frac{3}{8}$	1 $\frac{1}{2}$	1 $\frac{1}{16}$	O	.734	2— $\frac{1}{8}$ 1— $\frac{3}{16}$	4.80
STERLING HOIST Continental Motors											
STERLING TRACTOR Le Roi Beaver Motors											
STEWART TRACTOR Waukesha Motors											
SULLIVAN COMPRESSOR Buda Motors											
SWEEPER											
M848	Street Type			1 $\frac{1}{16}$	2 $\frac{1}{16}$	1 $\frac{5}{16}$	$\frac{7}{8}$	O	.625	3— $\frac{1}{8}$	4.00
THEW LORAIN SHOVEL Waukesha Motors											
TORO											
M500			1	2 $\frac{5}{8}$	3 $\frac{1}{4}$	1 $\frac{3}{4}$	1 $\frac{3}{16}$	FF	.730	2— $\frac{1}{8}$ 1— $\frac{3}{16}$	5.00
TRACKLAYER TRACTOR Best Motors											
TRACKLESS TRAIN											
412		1930-33	4	3 $\frac{7}{8}$	3 $\frac{27}{32}$	1 $\frac{23}{32}$	1 $\frac{3}{4}$	FF	1.000	2— $\frac{1}{8}$ 1— $\frac{5}{32}$	1.80
TRIEBER											
M162	Diesel, Concave Head		6	5	7 $\frac{1}{16}$	4 $\frac{5}{8}$	1 $\frac{25}{32}$	Plug	2.000	6— $\frac{3}{16}$	32.00
TURNER SIMPLICITY TRACTOR Buda Motors											
TWIN CITY TRACTOR											
M871	11-20, 13-25, KT, KTA, M, MK, MT, Universal, 12-20, 17-28, TY, TW	1918-36	4	4 $\frac{1}{4}$	5	2 $\frac{1}{16}$	2 $\frac{1}{4}$	FF	1.250	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	10.80
881	21-32	1928-32	4	4 $\frac{1}{2}$	5 $\frac{1}{2}$	2 $\frac{1}{16}$	2 $\frac{1}{4}$	FF	1.250	3— $\frac{1}{8}$ 1— $\frac{3}{16}$	9.05
885	30-45	1920-31	4	6 $\frac{1}{4}$	7 $\frac{3}{4}$	4 $\frac{3}{8}$	3	FF	1.875	5— $\frac{1}{4}$	26.50
837	40-65	1920-30	4-6	7 $\frac{1}{4}$	10	5 $\frac{3}{8}$	3 $\frac{3}{4}$	FF	2.187	5— $\frac{1}{4}$	39.90
Models not listed see Minneapolis-Moline Motors											
TWO-WAY TRACTOR Buda and Wisconsin Motors											
UNITED STATES											
M186	Compressor		1	2	3 $\frac{1}{2}$	2 $\frac{1}{4}$	1 $\frac{1}{16}$	O	1.000	3— $\frac{1}{8}$	4.40
M185	Compound Compressor		1	3 $\frac{5}{8}$	5	2 $\frac{1}{4}$	1 $\frac{3}{16}$	O	1.250	3— $\frac{3}{16}$	9.10

Pistons 4 inches diameter and larger are HEAVY DUTY

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
UNIVERSAL CRANE SHOVEL .....Waukesha Motors												
UNIVERSAL ELECTRIC LAMP												
36	AU		4	2.200	1 $\frac{5}{8}$	$\frac{5}{8}$	$\frac{3}{4}$	O	.500	2— $\frac{3}{32}$	1— $\frac{1}{8}$	2.50
UTILITOR .....Novo Motors												
VICTORY TRACTOR .....Le Roi Beaver and Waukesha Motors												
WABASH TRACTOR .....Buda Motors												
WALLIS CUB												
M200	Junior Tractor	1915-25	4	4 $\frac{1}{4}$	4 $\frac{3}{4}$	2 $\frac{5}{8}$	1 $\frac{3}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.80
WALLIS TRACTOR												
855	12-20	1929-32	4	3 $\frac{7}{8}$	4 $\frac{21}{32}$	2 $\frac{11}{16}$	1 $\frac{1}{4}$	O	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.90
M200	J, K, K3, OK, OKO, Cub Jr., K	1917-26	4	4 $\frac{1}{4}$	4 $\frac{3}{4}$	2 $\frac{5}{8}$	1 $\frac{3}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.80
M201	15-27, 20-30, Cert Orchard	1927-33	4	4 $\frac{3}{8}$	4 $\frac{3}{4}$	2 $\frac{9}{16}$	1 $\frac{3}{4}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	11.55
Models not listed see Massey-Harris and Hercules Motors												
WARCO .....Fordson and McCormick-Deering Motors												
WATERLOO BOY												
M305	Tractor		1	4 $\frac{1}{2}$	5	2 $\frac{3}{4}$	2 $\frac{3}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	10.80
M303	Tractor		2	6	6 $\frac{1}{8}$	3 $\frac{1}{8}$	2 $\frac{7}{8}$	O	1.250	4— $\frac{1}{4}$		27.50
WAYNE												
M262	Compressor, V20		1	2	3 $\frac{3}{8}$	1 $\frac{9}{16}$	$\frac{3}{4}$	O	.750	3— $\frac{1}{8}$		3.00
M263	Compressors, 276S, W123, W133, W143, W276, W2106, W2146, W2238		1	2	4 $\frac{1}{2}$	3 $\frac{1}{32}$	$\frac{3}{4}$	O	.750	3— $\frac{1}{8}$		3.60
M260	Compressors, W144, W174, W1186, W1358, 276S		1	3 $\frac{1}{4}$	3 $\frac{15}{16}$	1 $\frac{15}{16}$	1 $\frac{1}{4}$	O	.937	2— $\frac{1}{8}$	1— $\frac{3}{16}$	4.25
M261	Compressors, W276, W2106, W2146, W2238		1	3 $\frac{3}{4}$	3 $\frac{15}{16}$	1 $\frac{15}{16}$	1 $\frac{3}{8}$	O	.937	2— $\frac{1}{8}$	1— $\frac{3}{16}$	6.70
WEHR .....Fordson and McCormick-Deering Motors												
WESTERN HARVESTER .....Wisconsin Motors												
WESTERN TRACTOR .....Climax Motors												
WESTINGHOUSE												
M266	Compressor 75955-3 cu. ft.			1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{3}{8}$	$\frac{3}{4}$	FF	.375	3— $\frac{1}{8}$		5.50
M267	Air Brake Compressor		2	1 $\frac{7}{8}$	1 $\frac{7}{8}$	1 $\frac{3}{32}$	1 $\frac{5}{16}$	FF	.500	3— $\frac{1}{8}$		3.05
M269	E31-35-36-381		1	2 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{3}{8}$	1 $\frac{1}{8}$	FF	.750	3— $\frac{1}{8}$		5.00
M268	E36 Compressor		1	2 $\frac{1}{2}$	3 $\frac{7}{32}$	1 $\frac{3}{32}$	1 $\frac{1}{8}$	FF	.750	3— $\frac{1}{8}$		5.00
M308	DH16, Air Compressor		1	4 $\frac{1}{4}$	5 $\frac{7}{16}$	2 $\frac{1}{8}$	2 $\frac{3}{8}$	FF	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$	12.65
WETMORE TRACTOR .....Waukesha Motors												
WHITMORE TRACTOR .....Waukesha Motors												
WILFORD SHOVEL CRANE BACKFILLER .....Fordson Motors												
WISCONSIN MOTOR												
M362	A. D.		1	2 $\frac{3}{4}$	2 $\frac{7}{4}$	1 $\frac{1}{2}$	1 $\frac{3}{8}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	7.00
M359	DB159, A. E.		2-4	3	2 $\frac{13}{16}$	1 $\frac{5}{16}$	1 $\frac{3}{8}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	7.50
M363	DB160		1	3 $\frac{1}{4}$	3 $\frac{3}{4}$	2 $\frac{1}{2}$	1 $\frac{9}{16}$	FF	.937	2— $\frac{1}{8}$	1— $\frac{3}{16}$	6.00
M365	A Jr.		1	3 $\frac{1}{2}$	3 $\frac{9}{16}$	1 $\frac{13}{16}$	1 $\frac{1}{32}$	FF	.937	2— $\frac{1}{8}$	1— $\frac{3}{16}$	6.00
M364	DB161		1	3 $\frac{1}{2}$	3 $\frac{9}{16}$	1 $\frac{7}{8}$	1 $\frac{9}{16}$	FF	.937	2— $\frac{1}{8}$	1— $\frac{3}{16}$	6.50
M366	AH	1937-38	1	3 $\frac{5}{8}$	3 $\frac{13}{16}$	1 $\frac{15}{16}$	1 $\frac{9}{16}$	FF	.937	2— $\frac{1}{8}$	1— $\frac{3}{16}$	6.80
WISCONSIN TRACTOR .....Climax and Waukesha Motors												
WONDER MIXER .....Le Roi Beaver Motors												
WOOD BROS. COMBINE .....Buda Motors												
WORTHINGTON												
M337	Compressor		1	2 $\frac{1}{2}$	3 $\frac{7}{32}$	1 $\frac{9}{8}$	1 $\frac{3}{32}$	FF	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
M336	Compressor		2	5 $\frac{1}{2}$	6 $\frac{1}{2}$	3 $\frac{1}{4}$	2 $\frac{1}{2}$	FF	1.437	4— $\frac{3}{16}$		17.50
ZELLA TRACTOR .....Buda Motors												

Pistons 4 inches diameter and larger are **HEAVY DUTY**

J U D S O N

ALUMINUM ALLOY

PISTONS

for

MARINE MOTORS

INBOARD

MARINE

All Marine Pistons can be finished either cam or straight.

RECOMMENDED CLEARANCES:

For marine split skirt pistons, (finished cam or straight) the proper skirt clearance to allow is .00125 per inch of piston diameter.

For solid skirt pistons clearance will be advised when order is filled.

We recommend a .015 cam to be used when cam finishing. After the piston is finished to the required size, the slot in the skirt must be split thru from top to bottom—the same width the entire length of the skirt. When installing pistons, the split in the skirt must be on the power stroke side of the motor.

PISTONS FINISHED TO YOUR ORDER ARE NOT RETURNABLE.

No credit or exchange will be allowed for semi-finished pistons returned without our permission. Should permission be granted, a charge of 10% will be made for handling.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
BARKER MARINE												
410	Model "T" Ford Engine	1930-32	4	3 $\frac{3}{4}$	3 $\frac{1}{16}$	1 $\frac{1}{16}$	1 $\frac{1}{8}$	O	.740	3— $\frac{3}{16}$		2.50
BUDA												
70	J214, JC214	1929-36	6	3 $\frac{3}{8}$	3 $\frac{3}{4}$	2	1 $\frac{3}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.75
73	H260, H173, HM260, HM260R	1930-36	4-6	3 $\frac{1}{2}$	3 $\frac{1}{16}$	2	1 $\frac{7}{16}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.00
80	H199, H298, H299, HM298, HM298R	1930-36	4-6	3 $\frac{3}{4}$	3 $\frac{3}{4}$	2	1 $\frac{7}{16}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00
98	H205, H217, HM205R, HM205	1932-34	4	3 $\frac{1}{16}$	3 $\frac{3}{4}$	2	1 $\frac{7}{16}$	FF	1.125	3— $\frac{1}{8}$	1— $\frac{3}{16}$	5.50
94	K369, K M 3 6 9, KM369R		6	4 $\frac{1}{16}$	4 $\frac{3}{8}$	2 $\frac{1}{4}$	1 $\frac{1}{16}$	FF	1.250	3— $\frac{5}{32}$	1— $\frac{3}{16}$	8.70
96	BA6, BM6, BMA, BMA6, BMA6S, BM411L, BM411R, BMA6A, BM411RL, BM6S, BA	1928-36	6	4 $\frac{1}{8}$	5	2 $\frac{1}{2}$	1 $\frac{5}{8}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{3}{16}$	8.25
93	K393, K M 3 9 3, KM393R, (Early)	1932-34	6	4 $\frac{3}{16}$	4 $\frac{3}{8}$	2 $\frac{1}{4}$	1 $\frac{1}{16}$	FF	1.250	3— $\frac{5}{32}$	1— $\frac{3}{16}$	8.70
125	L468, LM468R	1933-34	6	4 $\frac{1}{4}$	4 $\frac{3}{4}$	2 $\frac{1}{16}$	1 $\frac{1}{16}$	FF	1.250	3— $\frac{5}{32}$	1— $\frac{3}{16}$	8.55
91	K428, K M 4 2 8, KM428R, K479, K381, K404	1930-36	6	4 $\frac{3}{8}$	4 $\frac{3}{8}$	2 $\frac{1}{4}$	1 $\frac{3}{4}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.35
90	L525, L M 5 2 5, LM525R		6	4 $\frac{1}{2}$	4 $\frac{3}{4}$	2 $\frac{1}{16}$	1 $\frac{1}{16}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	9.90
88	GL, GL6, GM, GM6, GML6, G M R 6, GMLR6	1926-37	6	4 $\frac{1}{2}$	6 $\frac{1}{8}$	3	1 $\frac{7}{8}$	FF	1.625	3— $\frac{5}{32}$	1— $\frac{3}{16}$	8.25
95	GF6, GMF6, GM, GM638, GM638L, GM638R, GM638RL		6	4 $\frac{3}{4}$	6 $\frac{5}{32}$	3	2	FF	1.625	4— $\frac{1}{8}$	1— $\frac{3}{16}$	12.90
BUFFALO												
266	BA		4	3 $\frac{1}{2}$	3 $\frac{3}{4}$	2 $\frac{1}{8}$	1 $\frac{3}{4}$	FF	1.093	3— $\frac{1}{8}$	1— $\frac{3}{16}$	3.95
120	F		4	4 $\frac{3}{4}$	4	2 $\frac{1}{16}$	1 $\frac{3}{8}$	O	1.109	3— $\frac{1}{8}$	1— $\frac{3}{16}$	12.40
BUTLER MARINE												
412	Model A Ford Engine	1928-33	4	3 $\frac{7}{8}$	3 $\frac{2}{32}$	1 $\frac{2}{32}$	1 $\frac{3}{4}$	FF	1.000	2— $\frac{1}{8}$	1— $\frac{5}{32}$	1.80
CAPITOL MARINE												
597		1920-30	8	4 $\frac{2}{32}$	3 $\frac{1}{32}$	1 $\frac{2}{32}$	2 $\frac{3}{8}$	FF	1.180	3— $\frac{1}{8}$		16.40
692		1920-30	12	5	5 $\frac{1}{32}$	3 $\frac{1}{32}$	2 $\frac{1}{8}$	FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	12.10
139		1931-34	12	5 $\frac{3}{4}$	5 $\frac{1}{4}$	2 $\frac{1}{16}$	2 $\frac{9}{16}$	FF	1.500	3— $\frac{1}{8}$	1— $\frac{1}{4}$	26.00
CHRIS-CRAFT												
199	A70, A120	1928-35	8	5	6	2 $\frac{7}{8}$	2 $\frac{1}{8}$	FF	1.375	3— $\frac{1}{8}$	1— $\frac{3}{16}$	13.75
CHRYSLER												
210		1928	6	3 $\frac{1}{2}$	4 $\frac{3}{8}$	2 $\frac{9}{16}$	1 $\frac{7}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	4.20
202		1928-33	6	2 $\frac{5}{8}$	4 $\frac{1}{2}$	2 $\frac{1}{16}$	1 $\frac{3}{32}$	O	1.000	3— $\frac{1}{8}$	1— $\frac{5}{32}$	4.10
DEUTZ												
306	Diesel, 115mm		6	4 5276	5 $\frac{1}{16}$	2 $\frac{3}{4}$	2 $\frac{7}{16}$	O	1.575	5— $\frac{1}{8}$		27.50
ELCO												
364	Marine		6	4 $\frac{3}{4}$	6 $\frac{1}{8}$	3 $\frac{1}{2}$	2	FF	1.375	4— $\frac{3}{16}$		11.00
363	Marine	1928-31	4-6	5	6 $\frac{1}{8}$	3 $\frac{1}{2}$	2	FF	1.375	3— $\frac{3}{16}$	1— $\frac{1}{4}$	13.20
362	F62		6	5	6 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{16}$	FF	1.218	3— $\frac{1}{8}$	1— $\frac{3}{16}$	16.00
FAY-BOWEN												
385			4	3 $\frac{1}{2}$	4 $\frac{1}{16}$	2	1 $\frac{5}{32}$	O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	6.00
GRAY												
570			4	3 $\frac{1}{8}$	3 $\frac{1}{16}$	1 $\frac{7}{16}$	1 $\frac{1}{16}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.70
GRAY MARINE Continental Motors												
HALLETT												
515			4	2 $\frac{7}{16}$	3 $\frac{1}{8}$	1 $\frac{5}{8}$	$\frac{7}{8}$	O	.625	3— $\frac{1}{8}$		6.25
HERCULES MOTOR												
570			4	3 $\frac{1}{8}$	3 $\frac{1}{16}$	1 $\frac{7}{16}$	1 $\frac{1}{16}$	O	.750	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.70
HETTINGER												
582			4	4 $\frac{1}{2}$	5 $\frac{1}{2}$	2 $\frac{9}{16}$	2 $\frac{3}{8}$	FF	1.000	3— $\frac{1}{8}$	1— $\frac{3}{16}$	15.40
KERMATH												
6451	Sea Master, M, 4, 12	2-4-6	3 $\frac{1}{2}$	4 $\frac{3}{32}$	2 $\frac{1}{8}$	1 $\frac{1}{4}$		O	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	6.90
647	8-16	2-4	3 $\frac{3}{4}$	4 $\frac{1}{8}$	2 $\frac{1}{8}$	1 $\frac{1}{4}$		FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	7.90
648	8-10, 20	2-4	4	4 $\frac{7}{16}$	2 $\frac{1}{16}$	1 $\frac{1}{4}$		FF	.875	3— $\frac{1}{8}$	1— $\frac{3}{16}$	10.05
638		6	4 $\frac{3}{8}$	4 $\frac{3}{4}$	2 $\frac{5}{8}$	1 $\frac{1}{2}$		FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	13.75
645	Sea King, 6-65, 100-17271		6	4 $\frac{3}{8}$	5 $\frac{1}{4}$	2 $\frac{3}{4}$	1 $\frac{9}{16}$	O	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	13.75
6450	Sea Captain, G, 35, 50	4-6	4 $\frac{3}{8}$	5 $\frac{1}{4}$	2 $\frac{3}{4}$	1 $\frac{3}{4}$		FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	13.75
646		6	4 $\frac{3}{8}$	5 $\frac{5}{16}$	2 $\frac{3}{32}$	1 $\frac{3}{4}$		FF	1.250	3— $\frac{1}{8}$	1— $\frac{3}{16}$	11.55

Pistons 4 inches diameter and larger are **HEAVY DUTY**

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Type Pin	Dia. Pin	Ring	Grooves	Price
KERMATH Continued												
649	Sea Farer, Sea Wolf, Sea Raider, Sea Hawk		6-8-12	5	6 $\frac{1}{4}$	3 $\frac{9}{16}$	2 $\frac{1}{4}$	FF	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	17.63
6452	V		6-12	5	6 $\frac{5}{8}$	3 $\frac{1}{16}$	2 $\frac{1}{4}$	FF	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	17.60
689	LISTER Diesel		6	4 $\frac{1}{2}$	5 $\frac{3}{8}$	2 $\frac{9}{16}$	1 $\frac{7}{8}$	FF	1.625	3- $\frac{1}{8}$	1- $\frac{5}{32}$	22.00
751	LYCOMING WF, GF, GG, GH	1934-36	6	3 $\frac{1}{16}$	3 $\frac{3}{4}$	2 $\frac{1}{4}$	1 $\frac{1}{32}$	O	.875	3- $\frac{1}{8}$		3.90
748	D, UA, UAB, UAC, UAD		4	3 $\frac{1}{8}$	3 $\frac{1}{2}$	2 $\frac{1}{16}$	1 $\frac{1}{16}$	O	.750	2- $\frac{1}{8}$	1- $\frac{3}{16}$	4.00
725	HF, HFA, HFB, UC, UCD, SB	1932-34	6-8	3 $\frac{3}{8}$	3 $\frac{15}{16}$	2 $\frac{7}{16}$	1 $\frac{5}{32}$	O	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	3.90
752	6AEF, DA		6-8	3 $\frac{3}{4}$	4 $\frac{1}{4}$	2 $\frac{3}{8}$	1 $\frac{3}{16}$	O	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.00
737	AE, AEC, AED, AEF	1932-34	8	3 $\frac{3}{4}$	4 $\frac{1}{4}$	2 $\frac{3}{8}$	1 $\frac{5}{8}$	FF	1.000	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.50
925	NIAGARA		4	2 $\frac{3}{4}$	3	1 $\frac{1}{2}$	1 $\frac{1}{32}$	O	.625	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.90
629	NOVO KU, SU, FU, FFU		1-2-4	3	3 $\frac{17}{32}$	2	1 $\frac{5}{16}$	FF	.750	2- $\frac{1}{8}$	1- $\frac{3}{16}$	3.50
938			1	3 $\frac{3}{16}$	3 $\frac{7}{16}$	2	1 $\frac{1}{16}$	FF	.750	2- $\frac{1}{8}$	1- $\frac{3}{16}$	5.00
937			1	3 $\frac{3}{8}$	3 $\frac{3}{8}$	1 $\frac{7}{8}$	1 $\frac{5}{8}$	FF	.750	3- $\frac{1}{8}$	1- $\frac{3}{16}$	4.50
929	GU, TU, HU, HHU		1	3 $\frac{3}{8}$	3 $\frac{5}{8}$	2	1 $\frac{1}{8}$	FF	.750	3- $\frac{1}{8}$	1- $\frac{3}{16}$	5.50
936	YU, YYU		2-4	3 $\frac{3}{4}$	4 $\frac{3}{8}$	2 $\frac{3}{8}$	1 $\frac{7}{32}$	FF	.875	3- $\frac{1}{8}$	1- $\frac{3}{16}$	7.50
PEERLESS												
M 32			2	4	5	1 $\frac{13}{16}$	2 $\frac{3}{16}$	FF	1.000	3- $\frac{3}{16}$		14.00
M 30			4-6	5	5	2 $\frac{9}{16}$	2 $\frac{1}{4}$	FF	1.250	3- $\frac{3}{16}$		15.95
M 31			6	5 $\frac{1}{4}$	5	2 $\frac{5}{16}$	2 $\frac{1}{4}$	FF	1.250	4- $\frac{3}{16}$		16.50
RED WING												
M 89			4	2 $\frac{3}{4}$	3	1 $\frac{5}{16}$	1 $\frac{1}{32}$	O	.625	2- $\frac{1}{8}$	1- $\frac{3}{16}$	4.50
M 92	F		4	4 $\frac{1}{16}$	4 $\frac{3}{4}$	1 $\frac{7}{8}$	1 $\frac{5}{16}$	O	1.125	3- $\frac{3}{16}$		13.20
M 90	FB, B, 32, 40		4	4 $\frac{1}{2}$	4 $\frac{3}{4}$	1 $\frac{7}{8}$	1 $\frac{3}{8}$	O	1.109	3- $\frac{3}{16}$		14.30
M 91	BB4, BB6		4-6	4 $\frac{1}{2}$	5 $\frac{1}{4}$	2 $\frac{3}{8}$	1 $\frac{3}{8}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	14.30
SCRIPPS												
M140	F4, 84, F6, 120, 124	1929-33	6	3 $\frac{3}{4}$	4 $\frac{1}{4}$	2 $\frac{3}{8}$	1 $\frac{9}{16}$	FF	1.125	3- $\frac{1}{8}$	1- $\frac{3}{16}$	6.00
M146			4	4 $\frac{1}{4}$	6	2 $\frac{3}{4}$	1 $\frac{1}{4}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	10.80
M144	150, 1-2-3	1932-34	6	4 $\frac{1}{4}$	5 $\frac{1}{8}$	2 $\frac{3}{4}$	1 $\frac{27}{32}$	FF	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	10.80
M141	E4, 160, 1, 2, 3, 4, 5		4	4 $\frac{1}{2}$	4 $\frac{7}{8}$	2 $\frac{3}{4}$	1 $\frac{1}{2}$	O	1.250	3- $\frac{1}{8}$	1- $\frac{3}{16}$	11.00
M145	G-6, 170, 1-2-3-4-5		6	4 $\frac{3}{4}$	5 $\frac{1}{8}$	2 $\frac{7}{8}$	2	FF	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	13.10
M142	200, 1-2-3-4-5	1931-34	6	5	5 $\frac{3}{8}$	2 $\frac{7}{8}$	2	FF	1.375	3- $\frac{1}{8}$	1- $\frac{3}{16}$	13.75
STANDARD												
M845			4	5	6 $\frac{15}{16}$	3 $\frac{3}{4}$	2 $\frac{13}{16}$	FF	1.250	4- $\frac{1}{4}$		17.60
STERLING												
M1650			4	3 $\frac{3}{4}$	4 $\frac{1}{4}$	2 $\frac{3}{8}$	1 $\frac{1}{8}$	O	.968	3- $\frac{3}{16}$		7.20
M167	Sea Gull		6	4 $\frac{11}{16}$	4 $\frac{3}{4}$	3	2 $\frac{1}{8}$	FF	1.187	3- $\frac{1}{8}$	1- $\frac{3}{16}$	12.35
M166	Petrel		6	4 $\frac{7}{8}$	5 $\frac{3}{8}$	3 $\frac{9}{32}$	2 $\frac{1}{4}$	FF	1.437	3- $\frac{1}{8}$	1- $\frac{3}{16}$	13.10
M1651	Petrel, LT6	1929-33	6	5 $\frac{1}{4}$	5 $\frac{1}{2}$	3 $\frac{1}{4}$	2 $\frac{1}{4}$	FF	1.437	4- $\frac{3}{16}$		14.50
M1652	30, 35B, Neptune											
	Chevron		4-6	5 $\frac{1}{2}$	6 $\frac{1}{4}$	3 $\frac{1}{4}$	2 $\frac{3}{4}$	FF	1.250	4- $\frac{3}{16}$		17.00
M168	Dolphin		6-8	5 $\frac{3}{4}$	6 $\frac{5}{16}$	3 $\frac{1}{16}$	1 $\frac{3}{4}$	O	1.250	4- $\frac{3}{16}$		22.50
M169	Dolphin Special		6-8	5 $\frac{3}{4}$	6 $\frac{3}{8}$	3 $\frac{1}{16}$	1 $\frac{3}{4}$	O	1.250	4- $\frac{3}{32}$		24.00
M184			6	6 $\frac{1}{4}$	6 $\frac{3}{8}$	3 $\frac{5}{16}$	2 $\frac{7}{8}$	FF	1.500	3- $\frac{5}{32}$	1- $\frac{3}{16}$	23.00
M1654			6	6 $\frac{1}{4}$	6 $\frac{1}{2}$	3 $\frac{15}{16}$	2 $\frac{13}{16}$	FF	1.500	3- $\frac{5}{32}$	1- $\frac{3}{16}$	24.00
M1653	Coast Guard		6	6 $\frac{1}{4}$	6 $\frac{1}{2}$	4	3	FF	1.500	3- $\frac{3}{32}$	1- $\frac{3}{16}$	24.00
TERMAT-MONHAM												
6453	2 Cycle		2	4 $\frac{3}{4}$	5 $\frac{5}{16}$	3	1 $\frac{3}{4}$	O	1.062	3- $\frac{3}{16}$		22.00
TREIBER												
M 70	Marine			3 $\frac{5}{8}$	4 $\frac{1}{8}$	2	1 $\frac{5}{32}$	O	.750	3- $\frac{1}{8}$	1- $\frac{5}{32}$	3.00
UNIVERSAL												
M293	N4M		4	2 $\frac{1}{2}$	2 $\frac{13}{16}$	1 $\frac{7}{8}$	1 $\frac{5}{16}$	FF	.625	3- $\frac{1}{8}$		4.90
M291	KW		4	2 $\frac{5}{8}$	3 $\frac{1}{4}$	1 $\frac{7}{16}$	1 $\frac{7}{16}$	FF	.625	2- $\frac{1}{8}$	1- $\frac{3}{16}$	5.50
M296	BN-1		4	2 $\frac{3}{4}$	3 $\frac{1}{4}$	1 $\frac{1}{2}$	1 $\frac{3}{8}$	FF	.625	3- $\frac{1}{8}$		5.50
M295	Blue Jacket, AF, AFM, AFM R, AFR, AFS, AFS-R, AFT, AFTL		2-4-6	3	3 $\frac{1}{4}$	1 $\frac{5}{16}$	1 $\frac{1}{8}$	FF	.750	4- $\frac{1}{8}$		3.50
M290			4	3 $\frac{1}{4}$	3 $\frac{1}{4}$	2	1 $\frac{5}{8}$	FF	.750	2- $\frac{1}{8}$	1- $\frac{3}{16}$	6.90
M292	GL-SR, SLG, SLGM, SLGM-R, SLG-R		4	3 $\frac{1}{4}$	3 $\frac{1}{2}$	2	1 $\frac{5}{8}$	FF	.875	2- $\frac{1}{8}$	1- $\frac{3}{16}$	7.20
M294	6-77, CE-R, CSH, CS-R, L, R, SC, SE		6-8	3 $\frac{1}{2}$	4	2	1 $\frac{17}{32}$	FF	.875	4- $\frac{1}{8}$		6.90
VAN BLERCK												
M1880	Rocket		4	2 $\frac{7}{8}$	2 $\frac{3}{4}$	1 $\frac{5}{16}$	1 $\frac{9}{32}$	FF	.730	3- $\frac{1}{8}$		3.50
M1881	Rocket high comp.		4	2 $\frac{7}{8}$	2 $\frac{3}{8}$	1 $\frac{13}{32}$	1 $\frac{9}{32}$	FF	.730	3- $\frac{1}{8}$		5.00
M187			6	5 $\frac{3}{4}$	7 $\frac{1}{8}$	4 $\frac{1}{16}$	3	FF	1.250	4- $\frac{1}{16}$		24.90
M188			4-6-8	6	7	3 $\frac{13}{16}$	2 $\frac{5}{8}$	FF	1.125	4- $\frac{3}{16}$		27.00
Models not listed see Continental Motors												
WINTON												
M331	124		6	6	6 $\frac{7}{16}$	3 $\frac{1}{8}$	2	O	1.750	4- $\frac{3}{16}$		22.50

Pistons 4 inches diameter and larger are HEAVY DUTY

J U D S O N

ALUMINUM ALLOY

PISTONS

for

MODEL MOTORS

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	No. Cyl.	Dia.	Dia. Pin	Ring Grooves	Description	Price
L 1	AERO-PRECISION	1	.8125	$\frac{3}{16}$	2— $\frac{1}{16}$	Flat head, Wrist pin in line with deflector	2.00
L 41	BUNCH	1	.877	$\frac{1}{8}$	2-.045	MIGHTY-MIDGET inverted, Wrist pin 90° from deflector ..	2.00
L 41	BUNCH	1	.877	$\frac{1}{8}$	2-.045	MIGHTY-MIDGET upright, Wrist pin 90° from deflector ..	2.00
L 42	BUNCH	1	.877	$\frac{1}{8}$	2-.045	GWIN-AERO inverted, Wrist pin in line with deflector	2.00
L 42	BUNCH	1	.877	$\frac{1}{8}$	2-.045	GWIN-AERO upright, Wrist pin in line with deflector	2.00
L 43	BUNCH	1	.877	$\frac{1}{8}$	2-.045	MIGHTY - MARINE, New motor, Flat head, Wrist pin 90° from deflector	2.00
L 44	BUNCH	1	.877	$\frac{1}{8}$	2-.045	Flat head, Wrist pin in line with deflector	2.00
L241	G. H. Q.	1	.9375	$\frac{7}{32}$	2— $\frac{1}{16}$	Wrist pin in line with deflector	2.00
L361	HURLEMAN	1	.875	$\frac{1}{8}$	2— $\frac{1}{16}$	Wrist pin, LP361 — $\frac{1}{8}$ " dia., .860 length	2.00
L361	JUNIOR MOTORS C. & B.	1	.875	$\frac{1}{8}$	2— $\frac{1}{16}$	Wrist pin, LP361 — $\frac{1}{8}$ " dia., .860 length	2.00
L401	MINIATURE MOTORS BANTAM	1	.594	$\frac{1}{8}$	2— $\frac{1}{32}$	Wrist pin in line with deflector	2.00
L561	OHLSSON	1	.875	$\frac{3}{16}$	2— $\frac{1}{16}$	Bridge cylinder ports when using L561	2.00
L730	STUART TURNER	1	1.375	$\frac{1}{4}$	2— $\frac{1}{16}$	High compression, $\frac{7}{16}$ High deflector, Wrist pin in line with deflector, Ring grooves pinned	5.00
L731	STUART TURNER	1	1.375	$\frac{1}{4}$	2— $\frac{1}{16}$	Low compression, $\frac{5}{16}$ High deflector, Wrist pin in line with deflector, Ring grooves pinned	5.00
L750	SYNCHRO-ACE	1	.875	$\frac{1}{8}$	2— $\frac{1}{16}$	Wrist pin, LP750 — $\frac{1}{8}$ " dia., .860 length	2.00
L751	SYNCHRO-BEE	1	.500	$\frac{1}{8}$	2— $\frac{1}{32}$	Wrist pin, LP751— $\frac{1}{8}$ " dia. .484 length	1.50

MODEL

JUDSON REPLACEMENT and FACTORY DUPLICATE PISTONS for MODEL MOTORS as shown in this list can be supplied from stock—thereby assuring prompt service.

Pistons not listed herein: Kindly supply sample with full particulars regarding make, model, year and cylinder size, and inquiries will be given immediate attention.

Recommended Clearances:

Allow .004 clearance on top land, tapered to .002 clearance at bottom of skirt.

Special prices furnished on request to Dealers and Motor Manufacturers for quantity purchases.

J U D S O N

ALUMINUM ALLOY

PISTONS

PISTON RINGS

WRIST PINS

LOCK RINGS

for

MOTORCYCLE MOTORS

MOTORCYCLE

JUDSON REPLACEMENT PISTONS for motorcycle motors can be supplied in two designs:—Split Skirt with T Slot for cam finishing, and Solid Skirt with machined relief around wrist pin holes for straight finishing.

We recommend a .015 cam to be used when cam finishing. After the piston is finished to the required size, the slot in the skirt must be split thru from top to bottom—the same width the entire length of the skirt. When installing pistons, the word "FRONT" (stamped in the piston head) must be to the front of the motor, and the split in the skirt must be on the power stroke side of the motor.

RECOMMENDED CLEARANCES:

For cam finished pistons, the proper skirt clearance to allow on the large diameter is .001 per inch of piston diameter.

For straight finished or solid skirt pistons, the proper skirt clearance to allow is .003 per inch of piston diameter.

For cam and straight finished pistons, the proper clearance to allow for head and ring lands is .007 per inch of piston diameter.

All JUDSON REPLACEMENT PISTONS for motorcycle motors that require full floating type wrist pins have wrist pin lock grooves machined in the pin holes. Pistons of this type require plain wrist pins.

Wrist Pins listed are stocked in standard size and the following oversizes: .003, .005, .010, and .015. All "PP" number wrist pins are complete with end plugs. These "PP" pins are recommended for racing, but can also be used in service motors.

Compression Rings can be supplied from stock in standard and oversizes, and in widths of 1-8" and 3-16". List price—25c each.

Oil Rings can be supplied. List price—50c each.

SPECIAL RACING RINGS—1-16" width—List price—50c each.

A piston stock number prefixed with the letter "R" designates a special racing piston which is custom finished with 1-16" ring grooves. The price shown includes piston equipped with the special 1-16" rings. Any piston in this list may also be ordered for racing by prefixing the desired stock number with the letter "R" and doubling the regular list price.

When "R" (special racing) pistons are ordered semi-finished: oversize of 1-16" width rings MUST be specified.

CYLINDER RECONDITIONING SERVICE:

Scored Cylinders Filled and Ground—Price—Time Basis.

Regrinding Cylinders—List Price—\$3.50 per Cylinder.

When sending in blocks for reconditioning—please send one of the old pistons as sample, which will be returned. Delivery charges must be prepaid when blocks are forwarded for reconditioning.

PISTONS FINISHED TO YOUR ORDER ARE NOT RETURNABLE.

No credit or exchange will be allowed for semi-finished pistons returned without our permission. Should permission be granted, a charge of 10% will be made for handling.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Ring Grooves	Price	Type Pin	Pin Dia.	Pin No.	Price	
ACE														
9			4	2 $\frac{3}{4}$	2 $\frac{3}{4}$	1 $\frac{7}{16}$	1 $\frac{5}{16}$	3— $\frac{1}{8}$	4.50	FF	.562	PP111	1.00	
8			4	2 $\frac{3}{4}$	3 $\frac{1}{4}$	1 $\frac{7}{16}$	1 $\frac{5}{16}$	3— $\frac{1}{8}$	4.50	FF	.562	PP111	1.00	
B-S-A (English)														
M421			2	2 $\frac{7}{8}$	3 $\frac{1}{8}$	1 $\frac{3}{8}$	1 $\frac{3}{16}$	3— $\frac{1}{8}$	7.50	FF	.625	P911	.50	
RM423	Dome Head, 80 mm		1	3.1496	2 $\frac{1}{16}$	1 $\frac{5}{8}$	1 $\frac{7}{16}$	3— $\frac{1}{16}$	9.00	O	.750			
RM422	Blue Star, Dome Head, High Compression, 84mm	1932	1	3.307	3 $\frac{7}{8}$	1 $\frac{3}{4}$	1 $\frac{13}{32}$	3— $\frac{1}{16}$	9.00	Plug	.750	PP639	1.00	
CLEVELAND														
233		1928-30	4	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{3}{32}$	1 $\frac{3}{32}$	2— $\frac{3}{32}$	1— $\frac{1}{8}$	5.00	O	.500	P33	.75
CROCKER														
R249			1	3 $\frac{1}{4}$	3 $\frac{9}{16}$	2	1 $\frac{1}{4}$	2— $\frac{1}{16}$	6.00	FF	.750	P387	.45	
EVANS														
366	Motorbike, 2 cycle		1	2	1 $\frac{15}{16}$	$\frac{7}{8}$	1	2— $\frac{1}{8}$	5.00	O	.375	P561	.50	
EXCELSIOR														
R5219	Super X, 45 cu. in., O. H. V.	1928-29	2	2 $\frac{7}{8}$	3 $\frac{3}{16}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	3— $\frac{1}{16}$	9.00	FF	.790	P384	.50	
379	Super X, 45 cu. in.	1924-30	2	3	3	1 $\frac{25}{32}$	1 $\frac{9}{16}$	3— $\frac{1}{8}$	6.00	FF	.625	P911	.50	
381			2	3 $\frac{1}{4}$	3 $\frac{1}{4}$	1 $\frac{1}{16}$	1 $\frac{5}{8}$	3— $\frac{1}{8}$	7.00	FF	.610	P381	.40	
382			1	3 $\frac{5}{16}$	3 $\frac{3}{8}$	2	1 $\frac{9}{16}$	3— $\frac{1}{8}$	5.65	FF	.625	P382	.40	
HENDERSON														
537	H		4	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{4}$	1 $\frac{3}{8}$	2— $\frac{1}{8}$	5.00	FF	.500	P46	.30	
538	KG	1930	4	2 $\frac{1}{16}$	3	1 $\frac{5}{16}$	1 $\frac{1}{8}$	3— $\frac{1}{8}$	5.00	O	.625	P38	.50	
380			4	2 $\frac{1}{16}$	3 $\frac{1}{16}$	1 $\frac{3}{8}$	$\frac{7}{8}$	3— $\frac{1}{8}$	6.00	O	.625	P38	.50	
536	K		4	2 $\frac{1}{16}$	2 $\frac{5}{8}$	1 $\frac{3}{8}$	1 $\frac{3}{8}$	3— $\frac{1}{8}$	3.50	FF	.562	P111	.50	
535	De Luxe	1930	4	2 $\frac{1}{16}$	2 $\frac{3}{4}$	1 $\frac{3}{8}$	1 $\frac{1}{16}$	3— $\frac{1}{8}$	3.50	O	.625	P77	.35	
533	KJ	1929-35	4	2 $\frac{1}{16}$	2 $\frac{3}{4}$	1 $\frac{3}{8}$	1 $\frac{1}{8}$	3— $\frac{1}{8}$	3.50	O	.734	P36	.75	
534		1930	4	3	3 $\frac{1}{16}$	1 $\frac{3}{4}$	1 $\frac{1}{16}$	3— $\frac{1}{8}$	3.50	FF	.625	P911	.50	
HARLEY-DAVIDSON														
5203	45, 34G, GDT, R, RL, RLD, WLD	1930-35	2	2 $\frac{3}{4}$	2 $\frac{13}{16}$	1 $\frac{17}{32}$	1 $\frac{1}{32}$	3— $\frac{1}{8}$	3.50	FF	.790	P383	.50	
R5203	45 Special Racing	1930-36	2	2 $\frac{3}{4}$	2 $\frac{13}{16}$	1 $\frac{17}{32}$	1 $\frac{1}{32}$	3— $\frac{1}{16}$	7.00	Plug	.790	PP383	1.00	
5207	34B, 21 cu. in.	1930-35	1	2 $\frac{7}{8}$	2 $\frac{3}{4}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	3— $\frac{1}{8}$	4.50	FF	.790	P384	.50	
5212	21 cu. in.	1927	1	2 $\frac{7}{8}$	2 $\frac{7}{8}$	1 $\frac{1}{2}$	1 $\frac{3}{8}$	3— $\frac{1}{8}$	4.50	FF	.610			
5211	21 cu. in.	1927	1	2 $\frac{7}{8}$	2 $\frac{7}{8}$	1 $\frac{1}{2}$	1 $\frac{3}{8}$	3— $\frac{1}{8}$	4.50	FF	.790	P384	.50	
5204			1	2 $\frac{7}{8}$	2 $\frac{23}{32}$	1 $\frac{1}{2}$	1 $\frac{1}{32}$	3— $\frac{1}{8}$	4.50	FF	.790	P384	.50	
5216	O. H. V. 21 cu. in. Dome Head	1926	1	2 $\frac{7}{8}$	3 $\frac{1}{4}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	2— $\frac{1}{8}$	4.50	Plug	.625	PP988	1.00	
R5216	O. H. V. 21 cu. in. Dome Head, Low Comp.	1926	1	2 $\frac{7}{8}$	3 $\frac{1}{4}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	3— $\frac{1}{16}$	9.00	Plug	.625	PP988	1.00	
R5220	O. H. V. 21 cu. in. Dome Head, High Comp.	1926	2	2 $\frac{7}{8}$	3 $\frac{3}{16}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	3— $\frac{1}{16}$	9.00	Plug	.625	PP988	1.00	
5214	O. H. V. 21 cu. in. Dome Head	1928-29	1	2 $\frac{7}{8}$	3 $\frac{1}{4}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	2— $\frac{1}{8}$	4.50	FF	.790	P384	.50	
R5214	O. H. V. 21 cu. in., Dome Head, Low Comp.	1928-29	1	2 $\frac{7}{8}$	3 $\frac{1}{4}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	3— $\frac{1}{16}$	9.00	FF	.790	P384	.50	
R5219	O. H. V. 21 cu. in. Dome Head	1928-29	2	2 $\frac{7}{8}$	3 $\frac{3}{16}$	1 $\frac{15}{16}$	1 $\frac{1}{32}$	3— $\frac{1}{16}$	9.00	FF	.790	P384	.50	
5200	21 cu. in.		1	3 $\frac{1}{16}$	3	1 $\frac{5}{8}$	1 $\frac{3}{4}$	3— $\frac{1}{8}$	4.50	FF	.625	P200	.50	
5210	30C, 50C, 34C, CB	1930-35	1	3 $\frac{3}{32}$	3 $\frac{1}{8}$	1 $\frac{11}{32}$	1 $\frac{1}{8}$	3— $\frac{1}{8}$	4.50	FF	.790	P385	.50	
R6351	C.A.C., 80mm		1	3.1456	3 $\frac{1}{32}$	1 $\frac{13}{32}$	1 $\frac{1}{4}$	2— $\frac{1}{16}$	5.00	FF	.750			
5218	O. H. V., 61 cu in., Factory Part No. 256-36, 256-36A	1936-37	2	3 $\frac{5}{16}$	3	2 $\frac{7}{32}$	1 $\frac{3}{16}$	3— $\frac{1}{8}$	5.00	FF	.790	P376	.50	
5209	61 cu. in.	1920-30	2	3 $\frac{5}{16}$	3 $\frac{3}{32}$	1 $\frac{13}{32}$	1 $\frac{1}{16}$	3— $\frac{1}{8}$	4.50	FF	.790	P386	.50	
5213	74 cu. in.	1937	2	3 $\frac{5}{16}$	3 $\frac{1}{4}$	1 $\frac{23}{32}$	1 $\frac{1}{8}$	3— $\frac{1}{8}$	3.50	FF	.790	P376	.50	
5206			2	3 $\frac{1}{16}$	3 $\frac{1}{16}$	1 $\frac{21}{32}$	1 $\frac{9}{16}$	3— $\frac{1}{8}$	4.50	FF	.625	P206	.50	
R5217	61 cu. in., Stroker to 74 cu. in., Dome Head	1937	2	3 $\frac{5}{16}$	2 $\frac{3}{8}$	1 $\frac{7}{8}$	1 $\frac{5}{32}$	3— $\frac{1}{16}$	Net—9.00	FF	.790	P376	.50	
5201	74	1926-29	2	3 $\frac{7}{16}$	2 $\frac{31}{32}$	1 $\frac{13}{16}$	1 $\frac{1}{16}$	3— $\frac{1}{8}$	4.50	FF	.790	P386	.50	
5215	80 cu. in.	1936-37	2	3 $\frac{7}{16}$	3 $\frac{3}{32}$	1 $\frac{23}{32}$	1 $\frac{3}{16}$	3— $\frac{1}{8}$	4.50	FF	.790	P386	.50	
5202	74, 34VD, VDS, VFD, VLD	1930-35	2	3 $\frac{7}{16}$	3 $\frac{7}{32}$	1 $\frac{23}{32}$	1 $\frac{5}{16}$	2— $\frac{1}{8}$	1— $\frac{3}{16}$	3.50	FF	.790	P386	.50
R5202	74 Special Racing	1930-36	2	3 $\frac{7}{16}$	3 $\frac{7}{32}$	1 $\frac{23}{32}$	1 $\frac{5}{16}$	3— $\frac{1}{16}$	7.00	Plug	.790	PP386	1.00	
5203	74, Bev. Head, JD, H		2	3 $\frac{7}{16}$	3 $\frac{3}{8}$	2 $\frac{1}{32}$	1 $\frac{5}{16}$	2— $\frac{1}{8}$	1— $\frac{3}{16}$	5.00	FF	.790	P386	.50

When ordering CAM FINISHED PISTONS it is necessary to prefix the desired stock number with the letter "C", and add \$1.00 to the list price. This applies to finished and semi-finished pistons.

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Years	No. Cyl.	Dia.	Length	Comp.	Bet. Bosses	Ring Grooves	Price	Type Pin	Pin Dia.	Pin No.	Price
INDIAN													
6300	Pony, Jr. Scout	1932-37	2	2 1/2	2 1/8	1 3/32	1 3/32	3-1/8	3.00	FF	.750	P300	.40
634	4	1928-37	4	2 3/4	2 3/8	1 7/16	1 1/4	3-1/8	3.00	Plug	.687	PP687	1.00
630	Indian Ace		4	2 3/4	3 5/32	1 13/32	1 1/4	3-1/8	4.50	Plug	.687	PP687	1.00
635	37, 21 cu. in.	1925-29	1-2	2 3/4	3	1 21/32	1 3/8	3-1/8	3.00	FF	.625	P76	.35
6361	37, 750 Pin	1931	2	2 3/4	3	1 3/32	1 3/8	3-1/8	3.00	FF	.750	P750	.40
636	HC37	1931-32	2	2 3/4	3	1 25/32	1 3/8	3-1/8	3.00	FF	.625	P76	.35
6360	37, 750 Pin	1931-32	2	2 3/4	3	1 25/32	1 3/8	3-1/8	3.00	FF	.750	P750	.40
R6302	45 cu. in., Dome Head, Overhead cam		2	2 3/4	3 5/8	2 3/8	1 1/8	2-1/8	8.00	Plug	.750	PP302	1.00
R6301	21 cu. in., Dome Head, Overhead Cam	1926-27	1	2 3/4	3 11/16	2 1/8	1 3/8	2-1/8	8.00	Plug	.625	PP988	1.00
R6303	45 Scout Stroker		2	2 7/8	2 3/8	1 1/4	1 3/8	3-1/8	8.00	Plug	.750	PP52	1.00
R6304	45 Scout Stroker		2	2 7/8	2 9/16	1 3/8	1 3/8	3-1/8	8.00	Plug	.750	PP52	1.00
632	45 Scout	1927-37	2	2 7/8	2 1/8	1 1/2	1 3/8	3-1/8	3.00	FF	.750	P452	.40
R632	45 Special Racing	1927-37	2	2 7/8	2 13/16	1 17/32	1 3/8	3-1/8	6.00	Plug	.750	PP52	1.00
631	61 cu. in. Chief	1932	2	3 1/8	2 7/8	1 1/2	1 1/2	3-1/8	3.00	FF	.625	P625	.45
633	Chief 74	1926-30	2	3 1/4	2 7/8	1 17/32	1 5/8	3-1/8	3.00	FF	.750	P387	.45
6390	74 Chief	1923-27	2	3 1/4	3 1/16	1 3/32	1 9/16	3-1/8	3.50	FF	.625		
639	74 Chief	1931-38	2	3 1/4	3 1/16	1 1/16	1 9/16	3-1/8	3.50	FF	.750	P387	.45
R639	74 Special Racing	1931-38	2	3 1/4	3 5/16	1 27/32	1 1/16	3-1/8	7.00	Plug	.750	PP639	1.00
637			2	3 1/4	3 1/2	2	1 3/8	3-1/8	3.50	Plug	.625		
J. A. P.													
R6352	74mm, 21 cu. in.		1	2.9133	3 1/16	1 1/2	1 1/4	2-1/16	5.00	Plug	.687	PP687	1.00
R6350	80mm		1	3.1496	3 3/16	1 13/32	1 1/4	2-1/16	5.00	FF	.687		
R6351	80mm		1	3.1496	3 7/32	1 13/32	1 1/4	2-1/16	5.00	FF	.750		
NEW IMPERIAL													
921	23	1933-39	1	2 5/32	2 25/32	1 3/8	7/8	3-3/32	5.00	Plug	.625		
NORTON													
R6351	80mm	1933	1	3.1496	3 1/32	1 13/32	1 1/4	2-1/16	5.00	FF	.750		
SINGER													
M137			4	2 1/4	2 5/16	1 3/16	1 1/32	3-1/8	5.00	FF	.500	P90	.75
SMITH													
M840	Motor Wheel, 2 cycle		1	2 3/8	2 1/32	1 5/16	1 1/32	2-1/8	5.00	O	.500	PP727	1.00
VELOCETTE													
R974	English, 74mm, KSS, KTS, Mark II, Overhead Cam	1933	1	2.9134	3 1/4	1 31/32	1 5/16	3-1/16	Net-9.00	FF	.625	PP988	1.00
R975				2.913	3 9/32	2 3/32	1 5/16	3-1/16	Net-12.00	FF	.825		
WOLF-VILLIERS (English)													
M881	Unitmotor, 2 cycle, Flat Head, 125CC (7 1/2 cu. in.)		1	1 31/32	2 11/16	3 1/32	2 7/32	*2-3/32	8.00	FF	.500	P70	.30

When ordering CAM FINISHED PISTONS it is necessary to prefix the desired stock number with the letter "C", and add \$1.00 to the list price. This applies to finished and semi-finished pistons.

*Indicates Pistons with ring locking pins in grooves. Others may be ordered pinned by adding \$.25 to list price and specifying "Ring grooves pinned."

J U D S O N

ALUMINUM ALLOY

PISTONS

PISTON RINGS

PISTON PINS

LOCK RINGS

LOCK WASHERS and PLATES

for

OUTBOARD MOTORS

OUTBOARD

JUDSON REPLACEMENT PISTONS are supplied for practically all makes and models of outboard motors.

Pistons are reamed for standard wrist pins.

Wrist pins as listed are stocked in standard size and the following oversizes: .003, .005, .010 and .015. All "PP" number wrist pins are complete with end plugs.

Piston rings can be supplied from stock in standard size and oversizes, and widths of 3-32", 1-8", 5-32" and 3-16". List price—25c per ring.

SPECIAL RACING RINGS—1-16" width—List Price—50c per ring.

SPECIAL RACING PISTONS can be made on order for any of the motors listed. These pistons are custom finished with 3—1-16" ring grooves and are equipped with special 1-16" rings. When ordering it is necessary to prefix the desired stock number with the letter "R". The list price of these pistons, including rings, is double the regular list price.

When "R" (special racing) pistons are ordered semi-finished oversize of 1-16" width rings MUST be specified.

CYLINDER RECONDITIONING SERVICE:

Scored Cylinders Filled and Ground—Price—Time Basis.

Regrinding Cylinders—List Price—\$3.50 per Cylinder.

Cylinder Blocks may be sent directly to us or to our dealers. When sending in blocks for reconditioning—please send one of the old pistons as sample, which will be returned.

Delivery charges must be prepaid when blocks are forwarded for reconditioning.

PISTONS FINISHED TO YOUR ORDER ARE NOT RETURNABLE.

If size is not specified, semi-finished pistons will be shipped.

No credit or exchange will be allowed for semi-finished pistons returned without our permission. Should permission be granted, a charge of 10% will be made for handling.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Year	Replaces Factory Part	No. Cyl.	Dia.	Price	Rings No. Width	Wrist Pin Dia. Length	No.	Price
BENDIX-ECLIPSE										
0175		1933	70365	1	2 $\frac{1}{16}$	2.00	3 $\frac{3}{32}$	.375 17 $\frac{7}{8}$	P561	.30
0176		1939	70444	2	2 $\frac{1}{16}$	2.50	3 $\frac{3}{32}$	.437 1 $\frac{5}{16}$		
CAILLE										
0552				2	2	5.00	*3 $\frac{1}{8}$	.500 17 $\frac{7}{8}$	P90	.75
0608	Liberty Twin, Speed			2	2	5.00	*2 $\frac{1}{8}$	.500 17 $\frac{7}{8}$	P90	.75
0551	35		15051R	2	2 $\frac{1}{4}$	3.00	*2 $\frac{1}{8}$	.437 1 $\frac{1}{16}$	P60	.25
0804	14, 15, 16, 79, 88, 109, 129, 144, 169		18004	2	2 $\frac{1}{4}$	2.50	*2 $\frac{1}{8}$	.437 1 $\frac{1}{16}$	P60	.25
0606	25, 26, 27, 29, 197, 232		16006	2	2 $\frac{1}{2}$	3.00	*2 $\frac{1}{8}$	.500 2 $\frac{3}{16}$	P46	.30
0607	40		16007	2	2 $\frac{1}{2}$	3.25	*2 $\frac{1}{8}$	.500 2 $\frac{3}{16}$	P46	.30
0708	SR, 20, 22, 30, 32, 36, 99, 119, 27, Short Skirt		28708	2	2 $\frac{1}{2}$	3.25	*2 $\frac{1}{8}$	.500 2 $\frac{3}{16}$	P46	.30
0816	SR, 20, 22, 30, 32, 36, 99, 119, 27, Long Skirt		28716	2	2 $\frac{1}{2}$	3.25	*2 $\frac{1}{8}$	.500 2 $\frac{3}{16}$	P46	.30
0706	45, 47, 48, 50, 51, 249, 296 Steel Rod		17006	2	2 $\frac{3}{4}$	3.50	*2 $\frac{1}{8}$	.625 2 $\frac{3}{8}$	P76	.35
0933	42, 44, 46 Bronze Rod		19033	2	2 $\frac{3}{4}$	4.00	*2 $\frac{1}{8}$	.625 2 $\frac{3}{8}$	P76	.35
CHAMPION										
026		1935-36	A26	1	2 $\frac{1}{8}$	2.50	2 $\frac{1}{8}$	.500 17 $\frac{7}{8}$	P727	.30
CLARKE										
028		1938-39	458	1	1 $\frac{1}{2}$	2.50	*2 $\frac{3}{32}$	.687 1 $\frac{1}{4}$		
ELTO-EVINRUDE										
0404	Pal 4203, Scout 4201, Ranger	1937	194804	1	1 $\frac{3}{8}$	1.50	2 $\frac{3}{32}$	.375 11 $\frac{7}{8}$		
007	Handitwin, Sportwin	1936-38	194-346	2	1 $\frac{3}{4}$	2.50	2 $\frac{3}{32}$	.437 11 $\frac{7}{8}$	P10	.30
0010	Foldlight 162, 403-04		190510	1	1 $\frac{3}{4}$	3.00	2 $\frac{1}{8}$	.437 11 $\frac{7}{8}$	P10	.30
0304	Sportsman, Ace	1935-38	193804	1	1 $\frac{3}{4}$	2.50	2 $\frac{3}{32}$	.437 11 $\frac{7}{8}$	P10	.30
0377	Midget Racer 454, Light Four		193177							
0070	Imperial	1933-35	192662	2	1 $\frac{3}{4}$	4.00	3 $\frac{3}{32}$	.437 11 $\frac{7}{8}$	P10	.30
005	Junior Quad 900-1, 914-15, 924-25-26-27, Sportfour	1931-37	190970	4	2	3.00	2 $\frac{1}{8}$	.500 15 $\frac{7}{8}$	P70	.30
087E	Speedibike, 2 cycle			1	2	4.00	2 $\frac{1}{8}$	.500 15 $\frac{7}{8}$	P70	.30
0108	Sportwin N, NS, 183, Folding Sportwin 1N		A87E	2	2	2.50	*2 $\frac{1}{8}$	.437 17 $\frac{7}{8}$	P87	.40
0192	Lightweight 401, 405, 411-12, 428-29, Fisherman		191008							
0290	413-14, 478, 479		191099							
0192	444, 445, 448, 462, 463, 438, 466, 467	1933	191895	2	2	3.00	2 $\frac{1}{8}$	.500 15 $\frac{7}{8}$	P70	.30
0290	Lightweight 444-45, 448, 462, 463, Fisherman 484, Super		192390	2	2	3.00	*2 $\frac{1}{8}$	.437 11 $\frac{5}{16}$	P60	.25
0361	Single 438, 463, 467	1933-34	192390	1-2	2	3.00	2 $\frac{1}{8}$	.500 15 $\frac{7}{8}$	P70	.30
0900	Lightwin Imp., Fisherman '36	1934-36	193161	2	2	3.50	2 $\frac{1}{8}$	.500 15 $\frac{7}{8}$	P70	.30
0190	Fleetwin F, 1F, 2F, 4F, Pump 1P, 2P, 4P	1928-31	109100	2	2	3.00	*3 $\frac{1}{8}$	.437 11 $\frac{5}{16}$	P60	.25
087F	Fastwin R, RS	1929-32	191690, AH2	2	2 $\frac{1}{16}$	4.00	*2 $\frac{1}{8}$	.500 17 $\frac{7}{8}$	P90	.75
0146	Fleetwin, Sturditwin, Service A424-25, Super A 422-23, 456-457-458-459	1927	A87F	2	2 $\frac{1}{4}$	4.00	2 $\frac{1}{8}$	.500 17 $\frac{7}{8}$	P90	.75
003	Fastwin H, 1H, 2H, 10H, 145 to 13 inclusive	1931-34	191746	2	2 $\frac{1}{4}$	3.50	2 $\frac{1}{8}$	.562 11 $\frac{5}{16}$	P146	.50
0034	Sr. Speedster 310-11, 312-13, 361, 363		AH3	2	2 $\frac{3}{8}$	3.00	*2 $\frac{1}{8}$	.625 2 $\frac{5}{32}$	P3	.50
0047	Spediquad, Speedifour, Quad 314-15-16-17, Sr. Quad 700-01-02-03, 721-22, 732-33-34-35, 7008, 7009, 7011, 7012, 7013, 7014, 7015, 7021	1930-34	196634	2	2 $\frac{1}{2}$	3.75	2 $\frac{1}{8}$	.625 2 $\frac{5}{32}$	P3	.50
		1930-37	190747	4	2 $\frac{1}{2}$	4.00	2 $\frac{1}{8}$	.625 2 $\frac{5}{32}$	P3	.50

* Indicates pistons with ring locking pins in grooves. Others may be ordered pinned by adding \$.25 to list price and specifying "Ring grooves pinned".

"PP" wrist pin numbers are furnished complete with end plugs. Wrist pins are stocked in standard, .003 .005, .010 and .015 oversize.

Rings are carried in stock in all sizes, standard and over-size. List price \$.25 each.

JUDSON ALUMINUM ALLOY PISTONS

Stock No.	Make & Model	Year	Replaces Factory Part	No. Cyl.	Dia.	Price	Rings No. Width	Wrist Pin Dia. Length	No.	Price
ELTO-EVINRUDE Continued										
0311	Service Twin, Quad Speedster 300, 340-41, 348	1928-29	HD310 HD310-1	2-4	2 1/2	3.50	3 1/8	.562 2 3/4	PP111	1.00
0317	Lightwin, Service Twin K to K54821, J, J45000 to J52507	1927-29	310-7	2	2 1/2	3.50	*3 1/8	.562 2 5/8	P111	.50
0392	H. S. Speedster	1929	HD392	2	2 1/2	3.50	3 1/8	.562 2 5/8	PP111	1.00
087A	A Single Inboard DD, DDR, DDV, Pump P		A87A	1-2	2 5/8	4.00	*3 1/8	.625 2 1/2	P743	.75
0039	Elto Quad 10-17 Serial 75,000 up, 1929. Elto Spec. speedster model 905	1931	1D17, 10C639, 191432	2-4	2 3/4	4.00	3 1/8	.625 2 3/4	PP988	1.00
0040	Four Sixty 178, 802, 826-27-28, Racing "C", 610, 631-32, 642		192929 190977 100554	2-4	2 3/4	5.00	*2 1/8	.625 2 3/8	P76	.35
0069	Speeditwin U, 1U, 2U, 10U, 143 to 15U inc.	1929-33	AH5 190639 AH1	2	2 3/4	4.00	*2 1/8	.625 2 3/8	P76	.35
087G	Speeditwin T, TS, 8 H. P.	1927	A87G	2	2 3/4	4.50	*2 1/8	.500 2 1/8	P46	.30
0231	Four-Sixty 828-29, 8000, Solid Head Only	1933-35	192631 Special	4	2 3/4	4.00	*2 1/8	.625 2 3/8	P76	.35
0337	Racing "C"	1935-36	193987 194019	2	2 3/4	4.00	*2 1/8	.625 2 3/8	P76	.35
0440	Four - Sixty 802, Speeditwin 601, Super "C" 605-06-07-08, 624 - 25 - 26 - 27, Big Quad 800-01-06 - 07 - 21 - 22 - 23, Custom "X" Motor	1931-34	191379 192631 192708 194139	2-4	2 3/4	5.00	*2 1/8	.625 2 3/8	P76	.35
0977	Four-Sixty Detachable Head	1935-36	190977	4	2 3/4	5.00	*2 1/8	.625 2 3/8	P76	.35
INDIAN										
034X	Silver Arrow		35C340X	2	2 1/2	3.50	*2 3/16	.734 2 5/8	P34	.75
JOHNSON										
023	MS, MD	1938	43-7, 101963	1	1 3/8	1.00	2 3/32	.375		
020	Lightwin Model 300	1935-36	39-7 Pin 39-27	2	1 7/8	2.00	2 1/4	.500 1 9/16	P70	.30
021	LS, DS	1937-38	41-119	1	1 7/8	2.00	2 1/8	.437		
022	LT, DT	1937-38	41-7	2	1 7/8	2.00	2 1/8	.437		
0511	A50, AC50, AL50, AC150		25-111	2	1 7/8	2.50	2 1/8	.437 1 11/32	P527	.30
0571	A50 after Serial No. 161861, A65, A70		25-171	2	1 7/8	2.50	2 1/4	.437 1 11/32	P527	.30
0239	J25, JC25, J65, J70		12-39-S	1	2	2.75	*2 1/8	.365 1 7/8	P113	.30
0432	A35, A45, OA55, 60, OAL55, 60, OB65, 70, OBL65, 70, F70, FL70		14 432	2	2	2.50	*2 1/8	.365 1 7/8	P56	.30
0614	Utilimotor			1	2	2.75	2 1/8	.365 1 7/8	P113	.30
077	K50, 55, 60, 65, 70 up to Serial 133589		27-7	2	2 1/8	2.75	2 1/8	.500 1 7/8	P727	.30
0704	KP55, 60, 65, 70, 75, 80		27-104	2	2 1/8	4.00	2 1/8	.500 2.110	PP727	1.00
0771	KA, K65, 70 after Serial 133589	1938	27-171	2	2 1/8	2.50	2 1/8	.500 1 7/8	P727	.30
0774	K50, 55, 60 after Serial 133589		27-74	2	2 1/8	2.75	2 1/8	.500 1 7/8	P727	.30
0677	K35		16-48S 16-77	2	2 5/16	3.00	*2 5/32	.562 2 1/8	P515	.40
019	S-45, V-45, SL-45, VL-45		21-9	2-4	2 3/8	4.00	3 1/8	.562 2 3/8	P111	.50
0140	SR-55, 60, 65, 70, VR55		21-540	2-4	2 3/8	4.50	2 1/8	.562 2 3/4	PP111	1.00
0141	SR-55, 60, 65, 70, VR-55, (Low Compression)		21-540	2-4	2 3/8	6.00	2 1/8	.562 2 3/4	PP111	1.00
0187	S-50, S-65, SA-50, SE-50, SL-50, SL-65, V-65, 70, VA-50, VE-50, VL-65, 70, VLE-50		21-387	2-4	2 3/8	3.75	2 1/8	.562 2 5/8	P111	.50
0196	VR45, 50, SR45		21-296	2-4	2 3/8	4.00	2 1/8	.562 2 5/8	P111	.50
0612	K40, 45, KF45, OK55, OKL55, OK60, OK75		16-112	2	2 3/8	4.00	*2 5/32	.562 2 1/8	P529	.50

* Indicates pistons with ring locking pins in grooves. Others may be ordered pinned by adding \$.25 to list price and specifying "Ring grooves pinned".

"PP" wrist pin numbers are furnished complete with end plugs. Wrist pins are stocked in standard, .003, .005, .010 and .015 oversize.

Rings are carried in stock in all sizes, standard and oversize. List price \$.25 each.

JUDSON ALUMINUM ALLOY PISTONS

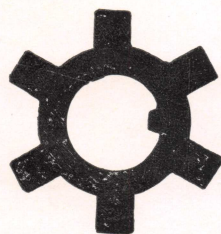
Stock No.	Make & Model	Year	Replaces Factory Part	No. Cyl.	Dia.	Price	Rings No.	Width	Wrist Pin Dia.	Length	No.	Price
JOHNSON Continued												
0622	KR40		16-122	2	2 $\frac{3}{8}$	4.00	*2	$\frac{5}{32}$	.562	2 $\frac{1}{8}$	P529	.50
0821	P40, 45, PF45, PL45, PLF45		18-121	2	2 $\frac{11}{16}$	4.50	*3	$\frac{1}{8}$	.625	2 $\frac{1}{2}$	P743	.75
0829	PR40 up to Serial 81600		18-129	2	2 $\frac{11}{16}$	4.50	*3	$\frac{1}{8}$	.625	2 $\frac{1}{2}$	P743	.75
0841	P35		18-41	2	2 $\frac{11}{16}$	3.50	*2	$\frac{3}{16}$	.625	2 $\frac{1}{2}$	P743	.75
0852	PR40 after Serial 81600		18-152	2	2 $\frac{11}{16}$	4.50	*3	$\frac{1}{8}$	.625	2 $\frac{1}{2}$	P743	.75
099	P50, 55, 60, 65, 70, PL50, PA50, PE50		29-9	2	2 $\frac{3}{4}$	4.00	2	$\frac{1}{8}$	.625	2 $\frac{9}{16}$	P911	.50
0099	PR60, 65		30-99	2	2 $\frac{3}{4}$	5.50	*2	$\frac{1}{8}$	.625	2 $\frac{23}{32}$	PP988	1.00
0613	P75, P80, PO37	1935-37	29-154	2	2 $\frac{3}{4}$	5.00	3	$\frac{1}{8}$	.625	2 $\frac{9}{16}$	P911	.50
0918	Fits XR50 When Bored to 2 $\frac{3}{4}$ " Dia. or Larger			4	2 $\frac{3}{4}$	8.00	*2	$\frac{1}{8}$	.625	2 $\frac{23}{32}$	PP988	1.00
0932	PR50		29-32	2	2 $\frac{3}{4}$	4.50	2	$\frac{1}{8}$	.625	2 $\frac{9}{16}$	P911	.50
0956	PR55		29-56	2	2 $\frac{3}{4}$	5.00	2	$\frac{1}{8}$	.625	2 $\frac{9}{16}$	P911	.50
KISSEL												
016		1938	MB2015-1	1	1 $\frac{7}{16}$	2.50	2	$\frac{3}{32}$	.375			
017		1939	MB2015-3	1	1 $\frac{1}{2}$	2.50	2	$\frac{3}{32}$	.375	1 $\frac{11}{16}$		
015		1937-38	MB15, MB15-1	2	2 $\frac{1}{4}$	1.90	2	$\frac{1}{8}$	.500	1 $\frac{7}{8}$	P17	.30
LOCKWOOD												
3080	Ace		190280	2	2.1	3.50	*2	$\frac{1}{8}$	.500	1 $\frac{7}{8}$	P90	.75
0085	Ash		T404	2	2 $\frac{1}{4}$	5.00	*3	$\frac{1}{8}$	.500	1 $\frac{7}{8}$	P90	.75
094	Chief		190445	2	2 $\frac{3}{8}$	4.50	*2	$\frac{1}{8}$	.625	2 $\frac{5}{32}$	P3	.50
MUNCIE-NEPTUNE												
0646	Single Jr.	1938	0B100-5	1	1 $\frac{1}{2}$	2.50	2	$\frac{3}{32}$	.365			
025	Single, Junior Twin, Improved Twin	1935	0B2-5	1-2	2	2.50	*2	$\frac{1}{8}$	.365	1 $\frac{7}{8}$	P56	.30
065	Single, Junior Twin, Improved Twin	1936-38	0B64-5	1-2	2 $\frac{1}{16}$	3.00	*3	$\frac{1}{8}$	.365	1 $\frac{7}{8}$	P56	.30
075		1937	0B7-5	2	2 $\frac{1}{16}$	3.00	*3	$\frac{1}{8}$	.365	1 $\frac{7}{8}$	P56	.30
0645	Single, Junior Twin, Improved Twin, 2 Rings Above Pin, No Skirt Ring	1936-37	0B64-5	1-2	2 $\frac{1}{16}$	3.00	*2	$\frac{1}{8}$	.365	1 $\frac{7}{8}$	P56	.30
0647	Neptune 938	1938	0B9-5	2	2 $\frac{1}{4}$	2.50	2	$\frac{1}{8}$	.437			
0750	2 Rings Above Pin, No Skirt Ring	1937	0B7-5	2	2 $\frac{1}{16}$	3.00	*2	$\frac{1}{8}$	.365	1 $\frac{7}{8}$	P56	.30
0155	Master Twin 16 H. P.	1935	0B15-5	2	2 $\frac{1}{2}$	4.00	2	$\frac{1}{8}$	.500	2 $\frac{3}{16}$	P46	.30
THOR												
0358		1935	A8	1-2	2	2.00	2	$\frac{1}{8}$	.375	1 $\frac{7}{8}$	P561	.30
0367		1937	B4 A	1-2	2	2.50	2	$\frac{1}{8}$	.375	1 $\frac{7}{8}$	P561	.30
0368		1936	A8	1-2	2 $\frac{3}{16}$	2.50	2	$\frac{1}{8}$.375	1 $\frac{7}{8}$	P561	.30
0369		1937	B4	2	2 $\frac{3}{16}$	2.50	2	$\frac{1}{8}$.375	1 $\frac{7}{8}$	P561	.30

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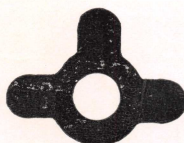
"PP" wrist pin numbers are furnished complete with end plugs. Wrist pins are stocked in standard, .003, .005, .010 and .015 oversize.

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LOCK WASHERS & PLATES FOR JOHNSON MOTORS



H1-120 each .10



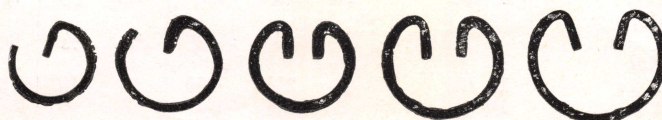
H1-294 2 for .05



H5-17 2 for .05

JUDSON ALUMINUM ALLOY PISTONS

Wrist Pin Lock Rings



3/8" 7/16" 1/2" 9/16" 5/8"

2 for .05

PISTON SKIRT CLEARANCES FOR OUTBOARD MOTOR PISTONS

STOCK NO.	CLEARANCE	STOCK NO.	CLEARANCE
003	.0055 to .007	0311	.006 to .0075
005	.0055 to .0075	0317	.006 to .0075
007	.0025 to .0035	0358	.004 to .0055
0010	.005 to .0065	0361	.0035 to .005
015	.0045 to .0055	0367	.003 to .004
016	.002 to .003	0368	.0045 to .006
017	.003 to .004	0369	.0045 to .006
019	.0045 to .006	0377	.0025 to .0035
020	.002 to .003	0387	.007 to .009
021	.0025 to .0035	0392	.006 to .0075
022	.0025 to .0035	0404	.002 to .003
023	.002 to .003	0432	.005 to .0055
025	.005 to .0055	0440	.007 to .009
026	.004 to .0055	0511	.002 to .0035
028	.0025 to .003	0551	.005 to .007
0034	.006 to .008	0552	.005 to .006
034X	.008 to .009	0571	.002 to .0035
0039	.007 to .009	0606	.006 to .0075
0040	.007 to .009	0607	.006 to .0075
0047	.0065 to .008	0608	.005 to .006
065	.0025 to .0035	0612	.004 to .006
0069	.008 to .010	0613	.004 to .007
0070	.004 to .0055	0614	.005 to .0055
075	.0025 to .0035	0622	.007 to .009
077	.0025 to .0035	0645	.0025 to .0035
0080	.006 to .0075	0646	.002 to .003
0085	.006 to .0075	0647	.003 to .0035
087A	.007 to .0085	0677	.004 to .006
087E	.003 to .005	0704	.004 to .0055
087F	.004 to .005	0706	.012 to .008
087G	.008 to .010		Tapered Skirt
094	.007 to .0085	0708	.006 to .008
099	.005 to .0065	0750	.003 to .0035
0099	.004 to .007	0771	.0025 to .0035
0108	.004 to .0055	0774	.0025 to .0035
0140	.0055 to .007	0804	.0055 to .007
0141	.0055 to .007	0816	.006 to .008
0146	.0035 to .005	0821	.009 to .011
0155	.006 to .0075	0829	.009 to .011
0175	.0045 to .0065	0841	.009 to .011
0176	.0035 to .004	0852	.009 to .011
0187	.004 to .006	0900	.004 to .0055
0190	.004 to .006	0918	.007 to .009
0192	.004 to .0055	0932	.0065 to .008
0196	.0055 to .007	0933	.012 to .008
0231	.008 to .010		Tapered Skirt
0239	.005 to .0055	0956	.0065 to .008
0290	.004 to .0055	0977	.007 to .009
0304	.0025 to .0035		

Conventional clearances should be allowed on deflector, head and ring lands. We recommend the above piston skirt clearances when using gasoline fuel.

IMPORTANT: No price adjustment nor replacement will be made for pistons burned or scored due to the following: Non-adherence to recommended clearances, incorrect spark plug, too lean carburetion and/or lack of proper lubrication.

ORDERING:

Address all communications to Hedge and Gillingham Streets, to avoid delay.

Specify the number of pistons required—do not order by sets. Make certain the correct part numbers are mentioned. If the piston required is not listed, send us a sample or complete specifications with full particulars regarding make, model and year.

If no size is specified when ordering, we will supply semi-finished pistons.

When ordering finished pistons give us the exact cylinder size—we will allow the proper clearance.

PISTONS FINISHED TO YOUR ORDER ARE NOT RETURNABLE.

Semi-finished pistons altered in any manner after leaving our factory are not returnable for credit or exchange.

When definite shipping instructions are not specified, we will ship according to our best judgment.

Materials: Samples, Etc. consigned to us—must be prepaid.

Terms: NET/C.O.D. Shipment—F.O.B. factory, Philadelphia, Pa.

Taxes Additional—where imposed.

Special Pistons made on order, a deposit of 50% is required.

Telegraphic orders are usually shipped the same day as received. If impossible to make shipment—we will immediately advise.

Suggested Telegraphic Code will assist in reducing expense when ordering.

Code Word	Phrase Designated.
TAB	Ship by Parcel Post.
TABLE	Ship by Parcel Post, special delivery.
TACK	Ship by Parcel Post, C.O.D.
TAME	Ship by Parcel Post, C.O.D., special delivery.
TARRY	Ship by Parcel Post to ———, and charge to our account.
TASK	Ship by Parcel Post to ———, C.O.D., and credit our account.
TEA	Ship by Express.
TERRA	Ship by Express, C.O.D.
TERSE	Ship by Express to ———, and charge our account.
TESTA	Ship by Express to ———, C.O.D., and credit our account.
TEXAS	Ship by Air Mail.
TEXT	Ship by Air Mail, special delivery.
TIDE	Advise by wire shipping date our order of ———.
TILE	Have not received shipment—our order of ———Advise.
TINT	Advise best delivery on ———.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

